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SUMMARY OF QUANTITIES										
Item Location	Excavation		Concrete		Reinforcing Steel		Prestressed Concrete Beams		＊ Piles ● Lin. Ft.	Bridge Backwall Prot. System Sq. Yds.
	Class I Cu. Yds.	Class II Cu. Yds.	(Grade 4.0) (AE) () Cu. Yds.	(Grade 4.0) (AE) Cu. Yds.	(Grade 60) (Epoxy Coated) Lbs.	(Grade 60) Lbs.				Abutment Aggregate Drain Cu. Yds.
Abutment No. 1			＊ ＊		＊ ＊	＊ ＊				
Pier No. 1										
Pier No. 2										
Abutment No. 2			＊ ＊		＊ ＊	＊ ＊				
Substr. Total										
Superstr. Total										
Total									#	

Example(s) Bid Items
● - (Concrete 12¾" Steel Shell)
- (Steel) (HP10X42)

TRAFFIC DATA - (XXX)	
AADT (YYYY)	xx,xxx
AADT (YYYY)	xx,xxx
DHV	xx%
D	xx/xx
T	xx%

INDEX OF BRIDGE DRAWINGS	
Sheet No.	Drawing
	General Notes and Quantities
	Contour Map
	Construction Layout
	Engineering Geology
	Abutments Details
	Abutments Aggregate Drain
	Pier Details
	Standard Prestressed Beam Details
	Framing Plan
	Temporary Diaphragms
	Slab Details
	Bill of Reinforcing Steel and Bending Diagrams
	Auxiliary Details
Standards	
	Bridge Excavation
	Standard Pile Details
	Supports and Spacers for Reinforcing Steel

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	0	0	0	0

The notes on this sheet are a starting point.
The Engineer should check that the proper notes
are on the sheet. Text defining options are on Level Br_Designer Notes_Z_N.

EXISTING STRUCTURE: Plans of the existing structure are on file and available for inspection by qualified bidders at the State Bridge Office, KDOT, Eisenhower State Office Building, 700 SW Harrison, Topeka, KS.

NOT8000

EMBANKMENT: Complete the embankment at the abutments as shown on the Bridge Excavation sheet prior to driving the abutment piling.

NOT3500

BRIDGE EXCAVATION: Elevation shall designate the Excavation Boundary Plane of Class I and Class II Excavation; Class I above the plane, Class II below the plane. See the Bridge Excavation sheet for the limits of pay excavation.

NOT0010, NOT0000, & NOT0020 may apply

BACKFILL COMPACTION: Backfill compaction shall be required at abutments.

NOT3300; NOT3310 may apply

PILING: Drive all piling to [penetrate or bear upon the _____ formation](or)[a minimum elevation of ____]. 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:

Abutment No. 1	Tons
Pier No. 1	Tons
Pier No. 2	Tons
Abutment No. 2	Tons

NOT1005; NOT1000, NOT1020, NOT1021 & NOT1010 may apply

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.

Pile splice location NOT1003 may apply

CONCRETE: Superstructure concrete is bid as Concrete (Grade 4.0)(AE)(). 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.

NOT7000

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 AASHTO M32, and are included in the bid item "Reinforcing Steel (Gr. 60)".

NOT7010; NOT7020 may apply

GENERAL NOTES

CAMBER: Construct the finished deck to plan grade by varying the depth of the fillet over the beam to provide for prestress camber, concrete dead load deflection and, if necessary, vertical curvature. After the prestressed beams are erected measure the camber in the field by taking a profile of each beam. Correct any variation between the actual camber and concrete dead load deflection shown in the plans by varying the depth of the concrete fillets over the beam so that the finished floor is constructed to the theoretical grade. The minimum depth of the slab over the beam shall be — inches. Prior to shipping, the camber shall be no greater than the design camber + ½". The design camber is equal to the 50 day camber shown in the plans.

The theoretical amount of concrete required for the fillets is — Cu. Yds. This amount of concrete is included in the Summary of Quantities. Any additional concrete required to construct the fillets will be will be subsidiary.

PRESTRESSED BEAM CONCRETE: Use air entrained concrete with select course aggregate as specified in the KDOT Specifications. 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.

NOT5100, NOT5110 May Apply

NOT5000

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 (± ¼").

NOT3010

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

NOT9040

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

NOT3130 may apply

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

BROKEN CONCRETE

NOT8230, NOT8240 & NOT3140 may apply

REMOVAL OF EXISTING STRUCTURE

NOT8210 & NOT8220 may apply

SLOPE PROTECTION

NOT3510, NOT3520 or NOT8240 may apply

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

Example Format(s)

＊NOTE: Only steel pile HP10X42 shall be used on this project.

or

＊NOTE: Steel Shell 12¾" ø ½" Wall Thickness

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 Cu. Yds./hr., 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)()". 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 joints 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.

NOT7320

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.

NOT9100

DEMOLITION PLANS Note: Category A, Category B or Category C

NOT9001, NOT9002, NOT9003 May Apply

ERECTION PLANS Note: Category A, Category B or Category C

NOT6521, NOT6522, NOT6523 May Apply Use with NOT8210

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.

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.

NOT7220

LFD & LRFR RATING FACTORS		
Rating Level	Inventory	Operating
	Truck	
HS-20 (36T)	X.XX	X.XX
Type HET (110T)		X.XX
2002 LFD Rating. 17th Edition AASHTO		
HL-93 Loading	X.XX	X.XX
＊20XX Manual for Bridge Evaluation		

＊Latest Version

DESIGN DATA

NOT9200

DESIGN SPECIFICATIONS: AASHTO Specifications, (xxxx) Edition and latest Interim Specifications. Load and Resistance Factor Design.

NOT9210 May Apply

DESIGN LOADING: HL-93

NOT9255, NOT9220, NOT9230 & NOT9240 May Apply

Design Dead Load includes an allowance of ____ psf for a future wearing surface.

UNIT STRESSES:

Concrete (Grade 4.0)	f'c =	4,000 psi	
Concrete (Grade 4.0)(AE)	f'c =	4,000 psi	NOT9420
Concrete (Grade 4.0)(AE)()	f'c =	4,000 psi	
Prestressed Beam Concrete	f'c =	5,000 psi	
Reinforcing Steel (Grade 60)	fy =	60 ksi	NOT9421 May Apply
Steel Pile	fy =	50 ksi	
Prestressed Strand	½" ø Grade 270 uncoated 7-wire,	low relaxation strand.	

LRFD DESIGN PILE LOAD:

Design Loading (Tons/Pile)	Strength	Service	Phi	
Abutment	—	—	—	NOT9301, NOT9300, NOT9302, NOT9310, NOT9311 & NOT9320 May Apply
Piers	—	—	—	

07	04-08-24	Match std. NOT5100 & units correction in quantity tbl.	M.L.L.	D.J.S.
06	04-07-14	Current Release	J.P.J.	C.E.R.
05	02-12-14	Added Benchmark	J.P.J.	C.E.R.
NO.	DATE	REVISIONS	BY	APPD

KANSAS DEPARTMENT OF TRANSPORTATION

Br. No.

Sta.

GENERAL NOTES AND QUANTITIES

Proj. 0

Co.

DESIGNED	DETAILED	QUANTITIES	CADD
DESIGN CK.	DETAIL CK.	QUAN.CK.	CADD CK.

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Sh. No. 0

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