

## GENERAL NOTES

- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY REGULATIONS. ALL CONSTRUCTION SHALL BE COMPLETED FOLLOWING CURRENT CITY STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- THE CONTRACTOR WILL BE REQUIRED TO PROVIDE NOTICE TO UTILITY COMPANIES A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY EXCAVATION, AS FOLLOWS:

KANSAS ONE-CALL 1-800-344-7233  
OR LOCAL (WICHITA) 687-2470

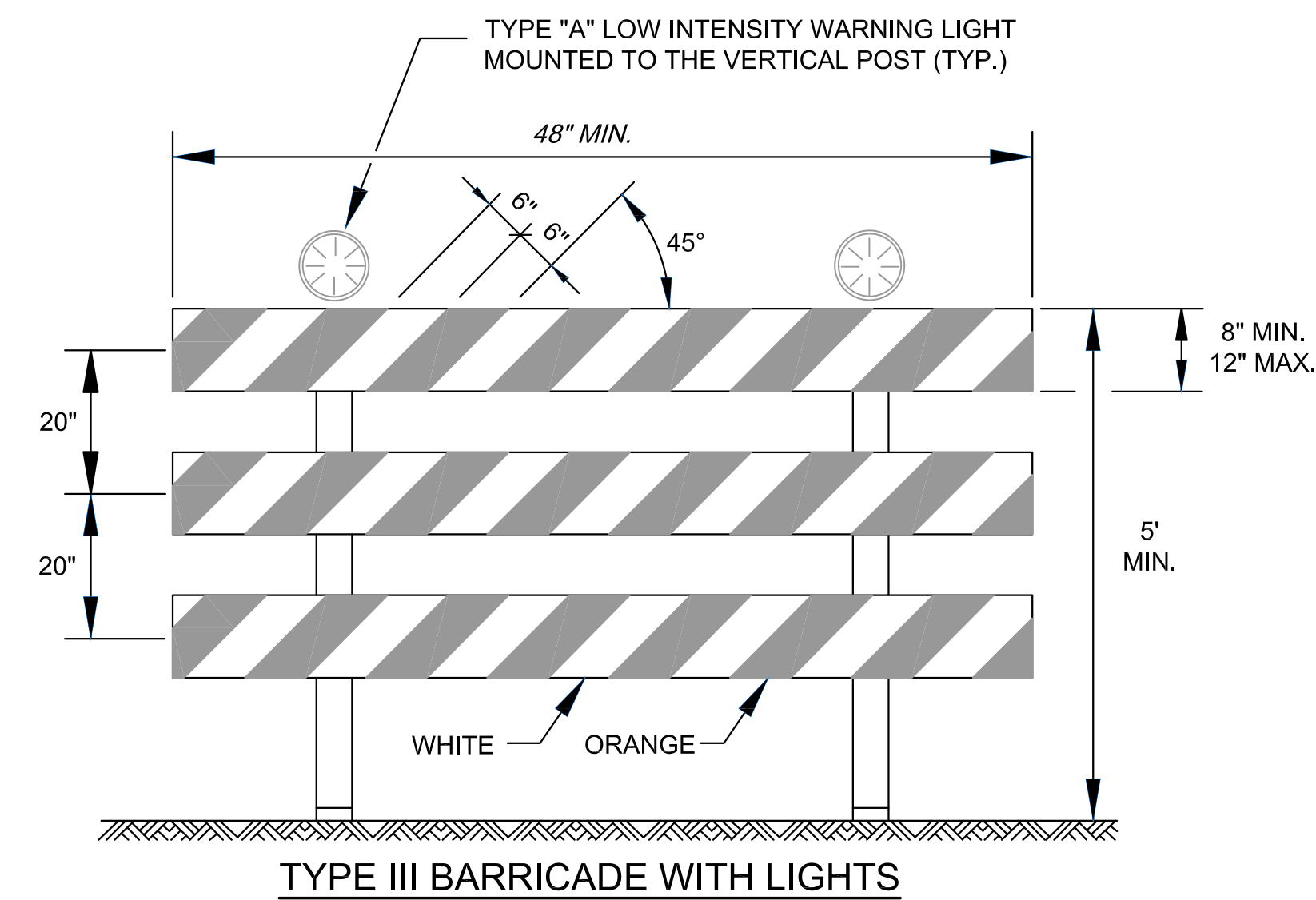
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

AT&T	1-316-246-8464
BLACK HILLS ENERGY (GAS)	1-800-694-8989
CITY OF WICHITA WATER	1-316-268-4555
CITY OF WICHITA SEWER	1-316-268-4073
CITY OF WICHITA STORMWATER	1-316-268-4090
CITY OF WICHITA TRAFFIC	1-316-268-4034
COX COMMUNICATIONS	1-888-249-3530
KANSAS GAS SERVICE	1-888-482-4950
WESTAR ENERGY	1-800-544-4857

- UTILITY SERVICE LINES, POLES, ETC. ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLAN, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
- RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS, IN THE OPINION OF THE ENGINEER, THAT WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPUS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
- TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS NOTICE PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
- THE WATER DISTRIBUTION DIVISION SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR AT HIS OWN EXPENSE. VALVE BOXES AND WATER METERS WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO MATCH FIELD GRADES.
- IF TRAFFIC WILL BE IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER, BRIAN COON AT [traffic@wichita.gov](mailto:traffic@wichita.gov) BEFORE CONSTRUCTION CAN BEGIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL MEASURES TO FACILITATE CONSTRUCTION. ALL CONSTRUCTION ZONE MARKINGS AND SIGNAGE SHALL CONFORM TO THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS PUBLISHED BY THE US DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. ALL COSTS ASSOCIATED WITH CONSTRUCTION MARKINGS AND SIGNAGE SHALL BE THE CONTRACTORS RESPONSIBILITY.

- ALL AREAS DISTURBED DURING CONSTRUCTION THAT WILL NOT BE UNDER PROPOSED PAVEMENT SHALL BE SODDED. COST SHALL BE CONSIDERED SUBSIDIARY TO PROJECT SODDING.
- FOLLOW THE LINK BELOW FOR SPECIFIC CITY OF WICHITA STANDARD DETAILS:  
<http://www.wichita.gov/government/departments/pwu/standardsconstruction>
- EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS COMPANIES AND IS EITHER FROM COMPANY UTILITY DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED.
- OPENING AND CLOSING OF WATER VALVES SHALL BE DONE SLOWLY TO PREVENT DAMAGE TO THE WATER DISTRIBUTIONS SYSTEM FROM WATER HAMMER. ALL VALVES CLOSED BY THE CONTRACTOR MUST BE REOPENED AS NEW CONSTRUCTION PERMITS. THE PROJECT INSPECTOR MUST ASCERTAIN THAT ANY VALVE CLOSED BY THE CONTRACTOR IS REOPENED. THE CONTRACTOR WILL BE PERMITTED TO OPERATE WATER VALVES ONLY WHEN THE PROJECT INSPECTOR ASSIGNED TO THE PROJECT IS PRESENT.
- THE CONTRACTOR SHALL LAY A TRACER WIRE AND SET TEST STATIONS ALONG ALL WATER PIPE INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS AND TRACER WIRE DETAIL ON DETAIL SHEET WL-101, COST IS SUBSIDIARY TO PIPE INSTALLATION.
- THE CONTRACTOR SHALL USE DIRECTIONAL DRILLING METHODS AS MUCH AS POSSIBLE AND SHALL OPEN CUT ONLY WHERE ABSOLUTELY NECESSARY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT DISTURBANCES TO PROPERTIES INSIDE OF AND ADJACENT TO CONSTRUCTION AREAS.
- CONTRACTOR SHALL LIMIT THE EXTENT OF TRENCH OPEN OVERNIGHT AND WEEKENDS TO LESS THAN 50 FEET
- THE CONTRACTOR SHALL PROVIDE MATERIALS FOR TEMPORARY BLOWOFF OF WATERLINES. CONNECTIONS TO THE EXISTING WATERLINE(S) SHALL BE MADE WITH CLEAN, SWABBED PIPE AND FLUSHED UPON COMPLETION OF TIE-INS
- THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION ACTIVITIES SO AS TO LIMIT WATER SERVICE DOWN TIME TO RESIDENCES. WHEREVER POSSIBLE, THE PROPOSED WATER DISTRIBUTION SYSTEM SHALL BE IN PLACE AND ACTIVE ALONGSIDE THE EXISTING SYSTEM WHILE NEW SERVICE LINES ARE INSTALLED TO THE PROPOSED MAINS. ALL PROPOSED SERVICES SHALL BE CONNECTED TO THE PROPOSED MAINS PRIOR TO DISCONNECTING EXISTING WATER MAINS. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A COPY OF HIS CONSTRUCTION SCHEDULE TO THE PROJECT ENGINEER AND THE CITY OF EASTBOROUGH, KANSAS FOR APPROVAL PRIOR TO CONSTRUCTION START.
- ANY EXTENSION GREATER THAN ONE LENGTH OF PIPE SHALL REQUIRE TESTING.
- ANY EXISTING JOINT EXPOSED DURING EXCAVATION SHALL BE REPLACED IF WITHIN FOUR FEET OF PROPOSED JOINT.
- THE CONTRACTOR SHALL PROTECT FROM DAMAGE AND SUPPORT EXISTING UTILITIES THROUGH CONSTRUCTION AS APPROVED BY THE UTILITY OWNER AND THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- ALL TRAFFIC CONTROL DEVICES IN THE WORK ZONE (INCLUDING MARKINGS AND SIGNS) AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL TRAFFIC CONTROL DEVICES IN THE TRAVELED WAY OR CLEAR ZONE SHALL BE CRASHWORTHY (NCHRP REPORT 350 OR MASH COMPLIANT).  
[http://safety.fhwa.dot.gov/roadwaydept/policy\\_guide/road\\_hardware/wzd](http://safety.fhwa.dot.gov/roadwaydept/policy_guide/road_hardware/wzd)
- ALL CONSTRUCTION EQUIPMENT, INCLUDING VEHICLES, MATERIALS, AND DEBRIS, SHALL BE STORED OUTSIDE OF THE CLEAR ZONE. WHERE THIS CANNOT BE ACHIEVED THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, OBJECT IDENTIFIERS, AND/OR BARRICADES IN COMPLIANCE WITH MUTCD.
- EXCEPT WHEN REQUIRED FOR SAFETY, TRAFFIC CONTROL SHALL NOT BLOCK ANY LANES OR SIDEWALKS WHEN WORK IS NOT BEING PERFORMED.

- CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION START.
- EXISTING WATER LINE DISCONNECTS SHALL BE SCHEDULED AND EXECUTED IN A MANNER THAT MINIMIZES WATER SERVICE DOWN TIME AND DISRUPTION TO TRAFFIC FLOW IN ALL AREAS.
- THE "ABANDON EXISTING SYSTEM" BID ITEM WILL COVER ALL COSTS FOR TAKING THE EXISTING WATER MAINS OUT OF SERVICE WITH THIS PROJECT. THIS INCLUDES CUTTING AND CAPPING OF EXISTING LINES, VALVE REMOVAL, METER CANS ETC. CALLED OUT IN THE PLANS FOR MAINS AND LINES CONNECTED TO MAINS.
- WHEN WORKING IN AREAS SURROUNDING EXISTING TREES, THE CONTRACTOR SHALL PROCEED WITH CAUTION AVOIDING DAMAGE TO ROOT STRUCTURES OR LOW-LYING BRANCHES. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY DAMAGES TO EXISTING TREES PRIOR TO END OF CONSTRUCTION ACTIVITIES ON SITE.
- IN AREAS WHERE CURB AND GUTTER IS REMOVED OR EXCAVATION TAKES PLACE WITHIN TEN FEET OF THE BACK OF EXISTING CURB, BACK OF CURB PROTECTION SHALL BE REQUIRED.
- ADDITIONAL PAVEMENT AND OR CURB REMOVAL MAY BE REQUIRED AND SHALL BE SUBSIDIARY TO PROJECT.
- ALL WATER MAINS AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF WICHITA, KANSAS STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR WATER MAIN INSTALLATIONS.
- CONTRACTOR SHALL NOT START WORK ON THE PROJECT UNTIL THE PROJECT INSPECTOR IS ASSIGNED TO THE PROJECT AND IS PRESENT ON THE SITE. ANY WORK DONE WITHOUT INSPECTION WILL BE REQUIRED TO BE UNCOVERED FOR INSPECTION.
- THE CONTRACTOR SHALL RESTORE ALL DITCHES, SWALES, ROAD SHOULDERS, ENTRANCES AND BANK LINES TO THEIR ORIGINAL SLOPES AND GRADES EXCEPT AS SHOWN OTHERWISE.
- INTERURBAN TRAFFIC GENERATED OUTSIDE THE PROJECT AREA, AND LOCAL BUSINESS OR RESIDENTIAL TRAFFIC GENERATED WITHIN THE PROJECT AREA ARE TO BE CARRIED THROUGH CONSTRUCTION AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS.
- THE VALVE BOX WILL BE PROVIDED BY THE CITY AND INSTALLED BY THE CONTRACTOR. THE CONTRACTOR MUST INSTALL THE BLOCKING AND THE VALVE BOX, WITH THE VALVE BOX INSTALLED AT GRADE. ALL OTHER FITTINGS SHALL BE CONSIDERED SUBSIDIARY TO THE PROJECT.
- THE CONTRACTOR SHALL RETURN ALL SALVAGED VALVES, HYDRANTS, HYDRANT FITTINGS, METER SETTERS, AND ETC. TO THE CITY OF WICHITA WATER DISTRIBUTION DEPARTMENT YARD LOCATED AT 1825 S. MCLEAN BLVD. THE CONTRACTOR SHALL HAVE ALL SALVAGED MATERIAL CHECKED IN BY THE STOREKEEPER.
- THE CONTRACTOR WILL USE RESTRAINT SYSTEMS AT ALL FITTINGS.
  - THRUST BLOCKING AT THESE LOCATIONS IS NOT REQUIRED
  - FIRE HYDRANT LEADS DO NOT NEED TO BE RESTRAINED JOINTS, BUT EITHER SIDE OF THE TEE MUST BE RESTRAINED.
  - THE CITY WILL NOT PROVIDE A RESTRAINED GLAND PACK AT THE CITY INSTALLED TAPS, THESE MUST BE PROVIDED BY THE CONTRACTOR.
- THE UNIT PRICE BID FOR NEW SERVICE LINES SHALL INCLUDE THE COST OF THE SERVICE LINE, THE NEW METER BOX, METER BOX RING AND LID, NEW METER SETTER, INSTALLATION OF THE NEW METER IN THE NEW BOX, NEW COPPER PIGTAIL AND NEW CORPORATION IN THE NEW WATER MAIN. EXISTING PLASTIC METER BOXES MAY BE RE-USED.
- THE METERS WITHIN THE PROJECT LIMITS SHOULD BE EQUIPPED WITH AUTOMATED METER READING (AMR) TECHNOLOGIES. THESE 5/8" METERS WILL BE RE-INSTALLED WITH APPROVED GASKETS AND ADAPTERS. COSTS TO BE SUBSIDIARY TO LONG AND SHORT SERVICES BID ITEMS.
- SPRINKLER SYSTEMS: THE CONTRACTOR IS REQUIRED TO REPAIR DAMAGE THAT INCLUDES, BUT IS NOT ENTIRELY LIMITED TO, MINOR ITEMS SUCH AS PIPE, IRRIGATION HEAD REPAIR/REPLACEMENT. THESE REPAIRS SHALL BE SUBSIDIARY TO OTHER ITEMS. THE CONTRACTOR IS NOT EXPECTED TO REPAIR OR RECONFIGURE MAJOR COMPONENTS SUCH VALVES, CONTROLLERS, BACKFLOW PREVENTERS, ETC. BUT ALL EXISTING CONNECTIONS TO THE SERVICE LINE OR METER SHALL BE IN PLACE AND WORKING AT THE CONCLUSION OF THE PROJECT. THE CONTRACTOR IS REQUIRED TO PROTECT MAJOR COMPONENTS FROM DAMAGE. ANY DAMAGE CAUSED DUE TO NEGLIGENCE MUST BE REPLACED AT THE CONTRACTOR'S EXPENSE.



TYPE III BARRICADE WITH LIGHTS

### BARRICADE PLACEMENT:

#### A) COMPLETE ROAD CLOSURE

WHEN A ROADWAY IS CLOSED, TYPE III BARRICADES SHALL BE PLACED END-TO-END TO COMPLETELY COVER THE ROADWAY AND SHOULDERS. WHEN ACCESS MUST BE ALLOWED FOR CONSTRUCTION OR OTHER OFFICIAL/GOVERNMENT VEHICLES, TYPE III BARRICADES SHALL BE LONGITUDINALLY STAGGERED FAR ENOUGH APART FROM ONE ANOTHER TO ALLOW SAFE PASSAGE OF VEHICLES AND MAINTAIN THE APPEARANCE OF A CLOSED ROADWAY. TYPE III BARRICADES SHALL BE REALIGNED AND PLACED END-TO-END TO DENY ANY ACCESS WHEN THE CONSTRUCTION ACTIVITY HAS CEASED FOR THE DAY.

#### B) ROAD CLOSED - LOCAL TRAFFIC

AS SHOWN IN FIGURE 4, WHEN LOCAL TRAFFIC MUST BE ALLOWED ACCESS INTO THE WORK ZONE, TYPE III BARRICADES SHALL BE LONGITUDINALLY STAGGERED TO MAINTAIN THE APPEARANCE OF A CLOSED ROADWAY. A SECOND LINE OF END-TO-END TYPE III BARRICADES SHALL BE PLACED JUST BEYOND THE LAST ACCESS POINT IN THE WORK ZONE, TO COMPLETELY CLOSE THE ROADWAY AS DESCRIBED IN NOTE 2-A.

AS SHOWN IN FIGURE 1 AND FIGURE 3, AT THE POINT WHERE THRU TRAFFIC MUST DETOUR AND LOCAL TRAFFIC CAN PROCEED TO THE LOCATION WHERE THE ROADWAY IS COMPLETELY CLOSED, THE R11-3A (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) OR R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY OR ROAD CLOSED TO THRU TRAFFIC) SIGN SHALL BE USED WITH TYPE III BARRICADES (WINGED POSITION), PLACED ON THE SHOULDERS OF ROADWAY.

THE ENTIRE AREA OF BARRICADE RAILS, BOTH FRONT AND BACK, SHALL HAVE ASTM TYPE III SHEETING.

THE STRIPES SHALL SLOPE DOWNWARD TO THE SIDE TRAFFIC IS TO PROCEED OR TOWARD THE CENTER OF THE ROADWAY AT ROAD CLOSURES.

APPROVED SIGNS MOUNTED ON TYPE III BARRICADES SHOULD NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

WHEN BARRICADES ARE PLACED END-TO-END OR STAGGERED, A TYPE "A" LOW INTENSITY WARNING LIGHT SHALL BE MOUNTED TO THE VERTICAL POST NEAR EACH OUTSIDE CORNER OF THE END BARRICADES.

TYPE "A" LOW INTENSITY WARNING LIGHTS SHALL BE MAINTAINED SO AS TO BE VISIBLE ON A CLEAR NIGHT FROM A DISTANCE OF 3000'.



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## GENERAL NOTES

PROJECT NO. 448-90610

DATE SEPT. 2017

SCALE NTS

DESIGNED DRAWN CHECKED  
JTC DM JRA

NO. REVISION DATE

SHEET NO.