

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 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 AND EASEMENTS 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. CORPS 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.

- 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 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 CONTRACTOR'S RESPONSIBILITY.

- 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.

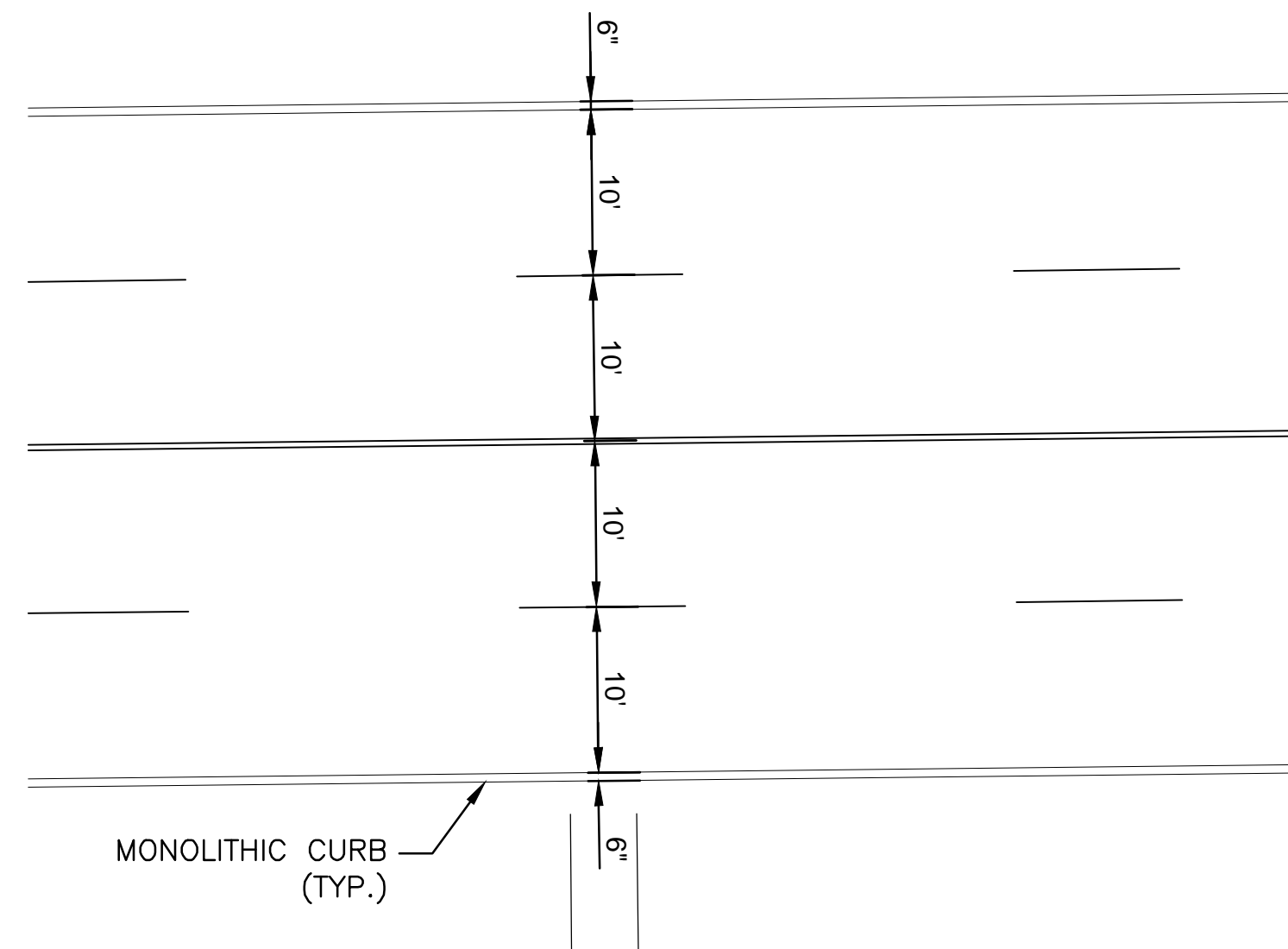
- ALL TRAFFIC CONTROL DEVICES IN THE WORK ZONE (INCLUDING MARKINGS AND SIGNS) AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL TRAFFIC CONTROL DEVICES IN THE TRAVELED WAY OR CLEAR ZONE SHALL BE CRASHWORTHY (NCHRP REPORT 350 OR MASH COMPLIANT). http://safety.fhwa.dot.gov/roadwaydept/policy_guide/road_hardware/wzd

- 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.

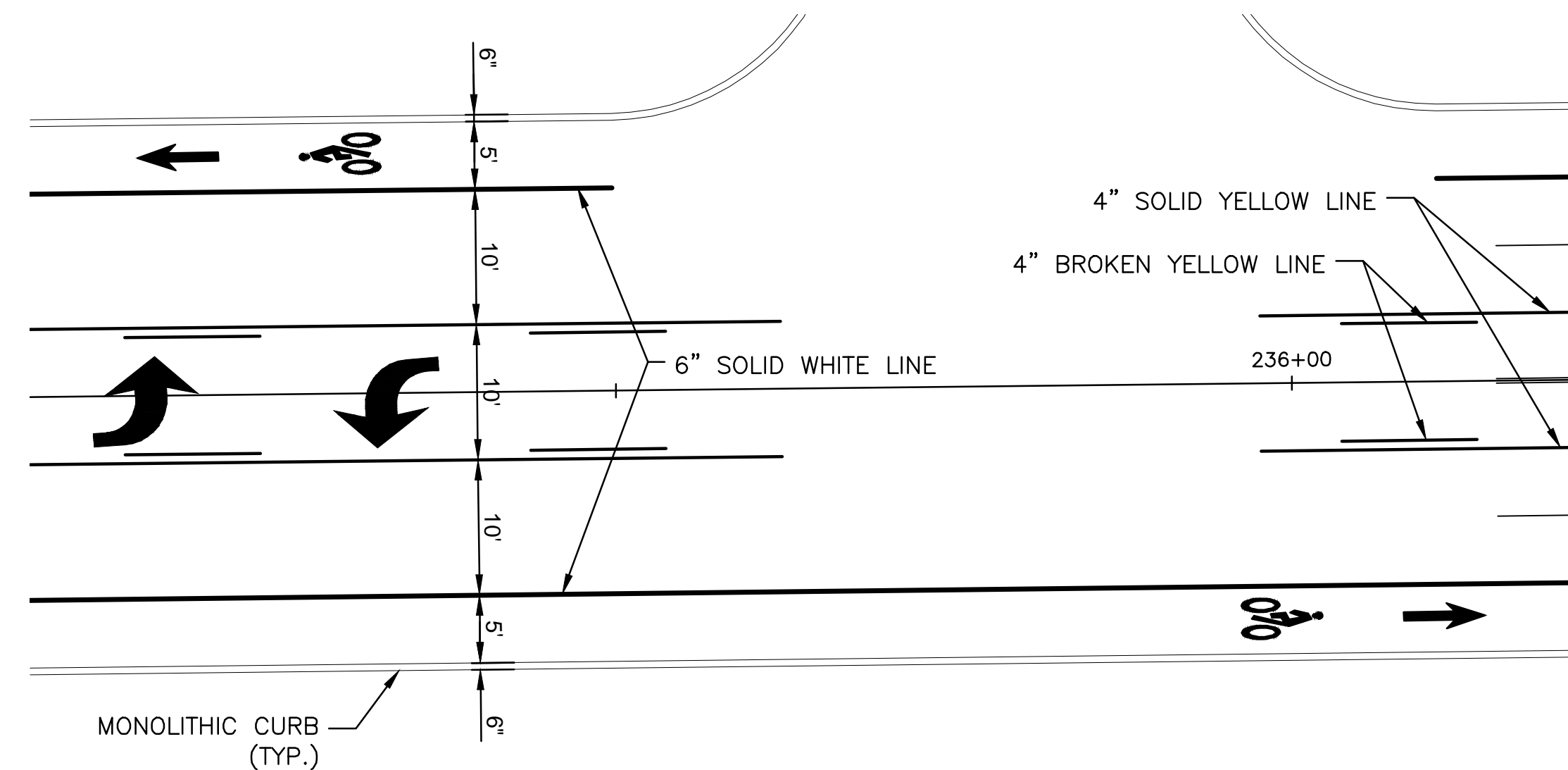
- EXCEPT WHEN REQUIRED FOR SAFETY, TRAFFIC CONTROL SHALL NOT BLOCK ANY LANES OR SIDEWALKS WHEN WORK IS NOT BEING PERFORMED.

- 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 AREAS DISTURBED BY CONSTRUCTION THAT ARE ADJACENT TO DEVELOPED PROPERTIES SHALL BE RESTORED WITH SOD TO MATCH EXISTING TURF TYPE. RESTORATION OF DISTURBED AREAS SHALL INCLUDE, BUT NOT BE LIMITED TO, TOP SOIL PREPARATION AND SODDING. ALL SODDING WORK SHALL BE IN ACCORDANCE WITH CITY STANDARD SPECIFICATIONS AND THE CITY ADMINISTRATIVE REGULATION NO. AR6.5, WHICH GOVERNS CLEANUP AND RESTORATION OR REPLACEMENT FOLLOWING CONSTRUCTION. THE "SUMMARY OF QUANTITIES" SHOWS THE ESTIMATED AREA OF SODDING, WITH A BID ITEM FOR THE SAME. WHEN THE WEATHER/SEASON PREVENTS THE INSTALLATION OF SOD, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING EROSION CONTROL BLANKET (CURLX 1, OR APPROVED EQUAL) AT THE BACK OF CURB (8' WIDE MINIMUM). ALL COSTS FOR EROSION MAT INSTALLATION SHALL BE SUBSIDIARY TO "SITE RESTORATION". SEE SECTIONS 902.7 AND 902.8 OF THE STANDARD SPECIFICATIONS.



EXISTING SECTION - MT. VERNON



PROPOSED SECTION - MT. VERNON

- THE CONTRACTOR SHALL RESEED ALL UNDEVELOPED AREAS DISTURBED BY CONSTRUCTION WITH A MIXTURE OF RYEGRASS (APPLIED AT A RATE OF 200 LBS. PER ACRE) AND BUFFALO GRASS, DEPENDING ON THE SOIL CONDITIONS (APPLIED PER STANDARD SPECIFICATIONS). PURE NITROGEN FERTILIZER SHALL ALSO BE APPLIED AT A RATE OF 1.5 LBS. PER THOUSAND SQUARE FEET. THE SEED SHALL BE WATERED WITH A DEEP SOAKING EVERY TWO (2) WEEKS DURING DRY PERIODS UNTIL A MATURE STAND OF GRASS IS OBTAINED. THE "SUMMARY OF QUANTITIES" SHOWS THE ESTIMATED AREA OF DISTURBED AREA TO BE SEEDED, WITH A BID ITEM FOR THE SAME. THE PERMANENT SEEDING MAY BE OMITTED ONLY IF SODDING IS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING EROSION CONTROL BLANKET (CURLX 1, OR APPROVED EQUAL) AT THE BACK OF CURB, TO AND INCLUDING THE LIMITS OF ALL SEEDED AREAS. ALL COSTS FOR THIS WORK SHALL BE SUBSIDIARY TO "SITE RESTORATION".
- PROPOSED CURBS MATCHING EXISTING CURBS SHALL BE ALTERED TO MATCH THE SHAPE AND DIMENSIONS OF THE EXISTING CURB. POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGH SUCH TRANSITIONS.
- A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF THE EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAW JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF SURFACE OR PAVEMENT.

MT. VERNON FROM OLIVER TO WOODLAWN

Construction Sequence Summary
May 12, 2017

PHASING	HANDLING OF TRAFFIC	MAJOR CONSTRUCTION ITEMS	SCHEDULE
1	Provide traffic control in conformance with the details included in these plans. Traffic control measures shall be appropriate for the construction activities to be completed in this phase.	Construct all pavement preparatory work including pavement patches, curb, ramp and walk removals and replacements in this phase.	This phase shall be completed by the date stipulated in the Contract or sooner.
2	Provide traffic control in conformance with the details included in these plans. Traffic control measures shall be appropriate for the construction activities to be completed in this phase.	Microsurfacing will be completed by the surfacing sub-contractor in this phase.	This phase will begin after phase 1 and will be completed by the date stipulated in the Contract.
3	Provide traffic control in conformance with the details included in these plans. Traffic control measures shall be appropriate for the construction activities to be completed in this phase.	Construct all pavement marking, signing and site restoration items. Complete any remaining work of the contract.	This phase will begin one week after the conclusion of phase 2.

All signs and pavement markings conflicting with construction traffic control shall be covered or removed as directed by the Engineer.

RECAPITULATION OF QUANTITIES		
ITEM	QUANTITY	UNIT
Lump Sum Bid Items - Paving		
Mobilization	1	LS
Site Restoration	1	LS
Lump Sum Bid Items - Traffic		
Traffic Control	1	LS
Pavement Marking	1	LS
Signing	1	LS
Measured Quantity Bid Items - Paving		
Wheelchair Ramp Removed	11	ea
Concrete Sidewalk Removed	500	sf
Concrete C & G Removed	10	lf
Wheelchair Ramp Removed & Replaced	24	ea
Concrete Sidewalk Removed & Replaced	3,045	sf
Concrete C & G Removed and Replaced	2,366	lf
Wheelchair Ramp w/ Detectable Warnings	2	ea
Concrete Sidewalk 4"	720	sf
AC Patch	418	tn
Concrete Patch	1,283	sy
Microsurfacing	22,000	sy
Measured Quantity Bid Items - Erosion Control BMP		
BMP, Back of Curb Protection	2,500	lf
BMP, Curb Inlet Protection	7	ea
BMP, Silt Fence	100	lf

PAY NOTES

- THE PLANS DO NOT SHOW TRANSVERSE JOINTS TO BE REPAIRED. THE LOCATION AND TYPE OF REPAIRS TO TRANSVERSE JOINTS WILL BE DETERMINED IN THE FIELD. THESE PLANS ASSUME 560 S.Y. OF CONCRETE PATCHING AND 168 TONS OF ASPHALT PATCHING WILL BE MADE ON TRANSVERSE JOINT REPAIRS.
- THE PLANS DO NOT SHOW ALL CURB AND GUTTER REMOVAL AND REPLACEMENT. THE LOCATION OF ALL CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD. THESE PLANS ASSUME APPROXIMATELY 1,000 L.F. OF ADDITIONAL CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE MADE IN ADDITION TO THAT SHOWN IN THE PLANS.
- WHEELCHAIR RAMPS TO BE REMOVED AND REPLACED WILL REQUIRE SIDEWALK REMOVAL AND REPLACEMENT TO ENSURE THE NEW RAMP AND WALK MEET ADA SLOPE REQUIREMENTS. THE QUANTITIES ASSUME THAT 75 S.F. OF SIDEWALK WILL NEED TO BE REMOVED AND REPLACED FOR EACH RAMP REMOVED AND REPLACED. THIS SIDEWALK WILL BE PAID FOR AS "CONCRETE SIDEWALK REMOVED & REPLACED".
- WHEELCHAIR RAMPS TO BE REMOVED AND NOT REPLACED WILL ALSO REQUIRE THE SIDEWALK APPROACH TO THE RAMP TO BE REMOVED. THIS SIDEWALK REMOVAL WILL BE PAID FOR SEPARATELY AS "CONCRETE SIDEWALK REMOVED". THE PLAN QUANTITY HAS BEEN ESTIMATED. SITE RESTORATION WILL BE REQUIRED AT EACH OF THESE LOCATIONS AND WILL BE SUBSIDIARY TO "SITE RESTORATION".



STREET IMPROVEMENT PLANS FOR
MT. VERNON BIKE LANES
FROM OLIVER TO WOODLAWN

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TYPICAL SECTION AND GENERAL NOTES

PROJECT NO.	472-85295	
DATE	JULY 7, 2017	
SCALE	#"=#'	
DESIGNED	DRAWN	CHECKED
JRA	RAM	JRA
NO.	REVISION	DATE

SHEET NO.