

APPROVED	DESIGNED	DETAILED
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CONSTRUCTION NOTES:

1. PRIOR TO SITE DISTURBANCE, ENTIRE PROJECT SHALL BE VIDEO RECORDED IN DVD FORMAT
2. PRELIMINARY TO SITEWORK: SUBMIT REQUIRED INFORMATION AND CERTIFICATIONS (SEE CONTRACT CLAUSES AND SPECIFICATIONS), AND ARRANGE FOR REVIEW OF 24-TON ROCK SAMPLES IN ACCORDANCE WITH CONTRACT.
3. TRAFFIC CONTROL, ROADS, AND BRIDGE LOADS:
  - A. PERFORM TRAFFIC CONTROL AS NECESSARY TO ENCOURAGE THE SAFETY OF THE PUBLIC TRAVELING NEAR THE PROJECT SITE. TRAFFIC CONTROL SHALL MEET THE CITY OF WICHITA STANDARDS FOR THIS TYPE OF WORK SITE. A FLAGMAN IS REQUIRED AT THE CROSSING/CONSTRUCTION ENTRANCE, ALONG WITH SIGNS ALERTING THE DRIVING PUBLIC OF THE CORRESPONDING FLAGMAN AND CROSSING/CONSTRUCTION ENTRANCE.
  - B. COORDINATE WITH FEDERAL, STATE AND LOCAL CITY REPRESENTATIVES PRIOR TO TRANSPORTING HEAVY EQUIPMENT OVER LOCAL ROADS. HEAVY EQUIPMENT WHICH EXCEEDS THE RATED LOAD CAPACITY OF ANY BRIDGE (OR CROSSING) SHALL BE TRANSPORTED TO THE WORK SITE USING AN ALTERNATE HIGH CAPACITY ACCESS ROUTE. AVOID ALL LOW CAPACITY STRUCTURES.
  - C. PRIOR TO HAULING ANY ROCK TO PROJECT SITE, MAKE A DVD VIDEO WHILE TRAVELING PAVED AND UNPAVED ROAD SURFACES ALONG HAUL ROUTE. THE VIDEO SHALL PROVIDE A VISUAL RECORD OF EXISTING MAJOR ROAD SURFACE CONDITION PROBLEMS. VIDEO SHALL CLEARLY SHOW POTHOLES, PAVEMENT BREAKAGE, RUTTING, OR ANY OTHER MAJOR SURFACE PROBLEMS. ALSO MARKUP A COUNTY HIGHWAY MAP (OR SIMILAR SCALE MAP) SHOWING LOCATIONS OF THE PROBLEMS THAT WERE RECORDED ON VIDEO; INCLUDE A CROSSREFERENCE TO THE VIDEO RUN-TIME OR FRAME. SUBMIT ONE COPY OF VIDEO AND MAP FOR CITY REVIEW AND APPROVAL. ANY SURFACE NOT RECORDED IN THIS MANNER WILL BE CONSIDERED AS IN GOOD CONDITION PRIOR TO THE PROJECT.
  - D. AVOID DAMAGING ROADS AND ALL PRIVATE AND PUBLIC LANDS OUTSIDE OF THE DESIGNATED CONSTRUCTION LIMITS AND ACCESS ROUTES. THE CONTRACTOR SHALL PROVIDE NECESSARY MATERIALS, LABOR, AND EQUIPMENT TO MAKE REPAIRS (OR REPLACEMENT IF NEEDED) FOR DAMAGE CAUSED BY CONSTRUCTION ACTIVITY SO AS TO RETURN ALL DAMAGED ROADS AND STRUCTURES TO ORIGINAL (PRE-PROJECT) CONDITION. THE CONTRACTOR SHALL COORDINATE WITH ADJACENT LANDOWNERS AND THE AGENCY RESPONSIBLE FOR ROAD MAINTENANCE TO ENSURE AN ACCEPTABLE RESOLUTION OF ANY SUCH DAMAGES. COORDINATE FOR CITY REVIEW AND APPROVAL OF SUCH REPAIRS PRIOR TO PROJECT COMPLETION.
4. UTILITIES: VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO ANY EXCAVATION WORK AND TAKE APPROPRIATE STEPS TO PROTECT ALL UTILITIES FROM DAMAGE (SEE CONTRACT CLAUSES). ADVISE AND WARN ALL CREW MEMBERS (INCLUDING SUBCONTRACTED PERSONNEL) OF THE LOCATION OF UTILITIES BEFORE ALLOWING THEM TO WORK ON-SITE. CALL 1-800-DIG-SAFE AND KANSAS ONE CALL FOR UTILITY LOCATIONS.
5. ACCESS/HAUL ROUTES: PROVIDE AS NECESSARY AT THE APPROXIMATE LOCATIONS SHOWN.
  - A. MAINTAIN ADEQUATE DITCH DRAINAGE AT DITCH CROSSINGS. RESTORE DITCH BANKS TO PROPER SLOPE AND ALIGNMENT AT THE CROSSING AT COMPLETION OF WORK.
  - B. RESTRICT CONSTRUCTION TRAFFIC TO ACCESS ROUTES SHOWN. PROVIDE GRADING WITH SUITABLE FILL AND TRAFFICABLE SURFACE (3 INCH ROCK TYPICAL) AS NEEDED TO MAINTAIN TRAFFICABILITY DURING ADVERSE WEATHER. PLACE FILL AND TRAFFICABLE ROCK AS NEEDED TO PREVENT RUTTING OF ANY ROAD SHOULDER OR PARKING LOT AREA. BE ADVISED THAT THE CITY IS OF THE OPINION THAT A TRAFFICABLE ROAD SURFACE WILL BE REQUIRED ALONG THE ACCESS ROUTE DURING WET AND MUDDY CONDITIONS. ACCESS ROADS SHALL BE OF SUFFICIENT WIDTH (LANE WIDTH) TO SAFELY OPERATE EQUIPMENT AND / OR HAUL TRUCKS ALONG THE ROUTE UNDER ALL-WEATHER CONDITIONS. UNLESS OTHERWISE APPROVED, ACCESS ROADS SHALL BE MINIMUM 10 (TEN) FT. WIDE.
  - C. ACCESS ROADS SHALL BE BUILT WITH MINIMUM PRACTICAL DISTURBANCE TO THE EXISTING TOPOGRAPHY AND SURROUNDING VEGETATION. PRESERVE EXISTING POSITIVE SHEET FLOW PATTERNS ACROSS FIELDS AND ACCESS ROADS WHERE EVER SO AS TO PREVENT THE FORMATION OF PONDING WATER. THE CITY WILL ALLOW SOME LIMITED GRADING FOR STEEP OR SEVERELY UNEVEN AREAS. LIMITED DITCHING WILL BE ALLOWED IN PROBLEM LOW AREAS ALONG THE ACCESS ROUTES. DITCH DEPTH SHALL NOT EXCEED 18 INCHES DEEP. AVOID CAUSING EROSION AND GRADING WELL PRIOR TO EXECUTION. THE CITY MAY REQUIRE THE CONTRACTOR TO RESTORE NATURAL DRAINAGE PATTERNS, OR PROVIDE OTHER RESTORATION REMEDY, IN ANY AREAS WHERE GRADING OR DITCHING CREATES FIELD EROSION, STANDING WATER, OR EXTENSIVE WET SOIL CONDITIONS.
6. TREE REMOVAL WALK-THROUGH: PRIOR TO ANY TREE CLEARING OR EARTHWORK, THE CITY AND CONTRACTOR SHALL CONDUCT A WALK-THROUGH OF THE PROJECT SITE AND ACCESS ROUTES. TREES LARGER THAN 8" IN DIAMETER SHALL BE FIELD MARKED FOR REMOVAL. CONTRACTOR SHALL EXERCISE CARE TO PROTECT THE REMAINING TREES AND ROOT SYSTEMS.
7. CLEARING AND REMOVAL: CLEAR AND REMOVE DEBRIS, TREES, LOGS, STUMPS, DRIFT, EXCESS EXCAVATED SOIL OR OTHER OBJECTIONAL ITEMS WHICH IMPEDE CONSTRUCTION (BOTH EXPOSED AND UNDERWATER), OR WHICH WILL OVERHANG THE NEW WORK. THE CONTRACTOR SHALL PROVIDE FOR PROPER OFF-SITE DISPOSAL OF ALL DEBRIS. TRANSPORT DEBRIS ONLY AFTER PRIOR COORDINATION WITH THE CITY. TRANSPORT AND DISPOSE OF DEBRIS IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS. SPECIFIC CITY APPROVAL DURING THE PRELIMINARY WALK-THROUGH IS REQUIRED PRIOR TO CLEARING AND REMOVAL OF ANY LIVE TREES OTHER THAN THOSE SCHEDULED.
  - A. CLEARING/REMOVAL LOCATIONS INCLUDE BUT ARE NOT LIMITED TO:
    - (1). UTILITY RELOCATION, AS INDICATED.
    - (2) BANKSIDE AND STREAMBED AREAS WHERE REVETMENT CONSTRUCTION AND EXCAVATION IS SCHEDULED
    - (3) ACCESS LANES AND TURNAROUND AREAS.

8. FIELD SURVEY AND CONSTRUCTION MEASUREMENT LAYOUT:
  - A. THE EXISTING SURVEY, AS INDICATED ON THE PLAN SHEETS, AND BASELINE INFORMATION, IS AS INDICATED ON SHEET TITLED "PROJECT LAYOUT AND SURVEY REFERENCE SHEET." ACTUAL FIELD CONDITIONS ARE KNOWN TO VARY AS A RESULT OF ONGOING EROSION. FIELD ADJUST IN COORDINATION WITH THE CITY.
  - B. PRIOR TO PLACEMENT OF ROCK, ESTABLISH CONSTRUCTION LAYOUT MEASUREMENTS. ESTABLISH NEW TOP OF ROCK ELEVATION INDICATORS (SUCH AS A DRIVEN METAL POST/STAKE WITH ELEV. MARKED) AND STRUCTURE CONTROL POINTS FOR NEW WORK. THE CONTRACTOR SHALL ARRANGE FOR CITY REVIEW AND APPROVAL OF THE LAYOUT MEASUREMENTS WELL IN ADVANCE OF ROCK PLACEMENT. LAYOUT MARKERS SHALL REMAIN IN-PLACE AND VISIBLE UNTIL APPROVED FOR REMOVAL NEAR THE COMPLETION OF NEW WORK.
  - C. LAYOUT WORK SHALL BE ACCOMPLISHED UNDER THE DIRECTION OF AN EXPERIENCED, COMPETENT SURVEY PARTY CHIEF MEETING THE QUALIFICATIONS DESCRIBED IN CONTRACT LANGUAGE RELATING TO "LAYOUT OF WORK".
9. NEW WORK: ALL ROCK-FILL STRUCTURES (E.G. REVETMENTS, DIKES, BAFFLES, BLANKETS, ROOTS, WINDROW, ETC.) SHOWN ARE NEW WORK. EXCAVATE (WHERE INDICATED), PREPARE SURFACE, AND CONSTRUCT NEW ROCK FILL STRUCTURES TO THE OVERALL DIMENSIONS, ELEVATIONS AND CROSS SECTIONS SHOWN AND IN ACCORDANCE WITH THE QUANTITIES AS REQUIRED BY CONSTRUCTION SCHEDULE. NEW WORK ALSO INCLUDES THE FOLLOWING:
  - A. CLEAR, GRADE, AND SURFACE ACCESS RAMPS AND ROUTES. KEEP SAFE DISTANCE FROM ALL SLOPES AND WEAK ZONES. ACCESS RAMPS AND ROUTES SHALL PROVIDE FOR SAFE TRANSPORT OF ROCK AND EQUIPMENT. MINIMIZE SEGREGATION OF ROCK (SIZES) DURING TRANSPORT AND UNLOADING OPERATIONS. FREEFALL AND ROLLING DISTANCE FOR ROCK DUMPING OPERATIONS IS LIMITED TO 12 FT. MAXIMUM, UNLESS OTHERWISE APPROVED BY THE CITY.
  - B. USE APPROPRIATE EQUIPMENT WITH ADEQUATE REACH OR HAND PLACE ROCK WHERE NECESSARY TO OBTAIN INDICATED THICKNESS OF REVETMENT.
  - C. ENSURE THAT A SMOOTHLY CONTOURED WATERLINE RESULTS ALONG THE NEW STRUCTURES AND THE TRANSITION ZONES INTO NATURAL BANK MATERIAL OR EXISTING STRUCTURES. RIPPLES OR EDDIES FORMING ALONG THE TOE OF NEW STRUCTURES ARE UNACCEPTABLE. CONSULT WITH CITY REPRESENTATIVE AND MAKE ROCK PLACEMENT ADJUSTMENTS IF NECESSARY TO ENSURE A SMOOTHLY CONTOURED WATERLINE.
  - D. DO NOT ALTER CHANNEL GRADIENT. DO NOT REDUCE NOR RESTRICT CHANNEL OPENING (BEYOND FACE OF NEW REVETMENT) EXCEPT WHERE EXPLICITLY SHOWN.
  - E. WATER SURFACE LEVELS CAN VARY FROM LOW FLOWS OF ROUGHLY 1 TO 3 FEET DEEP (ALONG THE CONSTRUCTION FOOTPRINT) TO BANK-FULL OR HIGHER DEPENDING ON WEATHER IN THE UPSTREAM BASIN. FLOODING MAY INUNDATE WORK AREA.
  - F. TRANSPORT CLEAN EXCESS EXCAVATED MATERIAL TO DESIGNATED ON-SITE FILL AREAS.
  - G. STOCKPILE EXCAVATED TOPSOIL FOR REDISTRIBUTION OVER FINISHED GRADE TO PROVIDE PLANTING SOIL.
  - H. AFTER COMPLETION OF REVETMENT, THEN ROUGH GRADE THE TOP AREA, TO PROVIDE A STABLE SLOPE FOR GRASS SEEDING, WITH THE SLOPE AS GENERALLY SHOWN ON CROSS SECTION SHEETS. RAKE, GATHER, AND DISPOSE OF ANY UNCOVERED DEBRIS IN ACCORDANCE WITH THE DEBRIS DISPOSAL NOTE. FINISH CONTOURS SHALL PROVIDE FOR EVEN SHEET FLOW ACROSS THE TOP OF BANK AND REVETMENTS UNLESS OTHERWISE INDICATED -- DO NOT ALLOW CONCENTRATED FLOW AREAS (SUCH AS A DITCH OR SWALE) UNLESS SPECIFICALLY SHOWN IN PLANS.
  - I. UNLESS OTHERWISE STATED OR APPROVED, CONSTRUCTION OF NEW REVETMENTS AND DIKES SHALL GENERALLY BEGIN AND COMPLETE IN AN UPSTREAM (FIRST) TO DOWNSTREAM (LAST) DIRECTION.
10. OFF-SITE BORROW PIT & DESIGNATED OFF-SITE SPOIL (FILL) AREA:
  - A. AN OFF-SITE SOIL BORROW AREA IS NOT ANTICIPATED AS NEEDED AND IS NOT PROVIDED BY THE CITY.
  - B. AN OFF-SITE SPOIL AREA FOR CLEAN EXCESS EXCAVATION IS NOT PROVIDED BY THE CITY. CONTRACTOR IS RESPONSIBLE FOR TRANSPORTING AND DISPOSING OF SPOIL OFF-SITE, IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.
11. PERFORM SEEDING PER EROSION CONTROL AND SEEDING PLAN.
12. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE SEEDED WITH TEMPORARY GRASS OR THE PERMANENT SEEDING (SEE NOTE 13) WITHIN 14 DAYS AFTER DISTURBANCE. TEMPORARY SEEDING SHALL BE RYE GRASS PLANTED AT A MINIMUM RATE OF SIX (6) POUNDS PER THOUSAND (1,000) SQUARE FEET.
13. RESTORATION: AT THE CONCLUSION OF THE PROJECT, ALL ACCESS POINTS, HAUL ROADS, CURBS, SIDEWALKS AND BIKE PATHS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, AT CONTRACTOR'S EXPENSE. ALL LAWN AND TURF AREAS DISTURBED SHALL BE RESTORED WITH THE SAME SEED AS THE EXISTING CONDITION, EXCEPT WHERE OTHER SEEDING OR PLANTING IS DETAILED IN THE PROJECT PLANS. SEED APPLICATION WILL BE BY HYDROMULCHING.
14. KEEP MACHINERY OUT OF WATER AS MUCH AS POSSIBLE.

Plotted on Wednesday, November 26, 2008 10:34 AM  
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