

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	87 N-0612-01	2015	2	84



CONSTRUCTION PLANS FOR
21ST STREET BRIDGE AT DERBY REFINERY
 WICHITA, KANSAS

GENERAL NOTES

Unless shown or stated otherwise on these drawings, all labor, materials and construction shall be in accordance with the City of Wichita's Standard Specifications and Special Supplemental Specifications. Section 601 of the standard specifications defers to the 2007 edition of the Kansas Department of Transportation's Standard Specifications for State Road and Bridge Construction. The latter will also be applicable for all concrete structure construction included in these plans.

Contractor will be required to provide a minimum advance notice of seventy-two (72) hours to utility companies prior to starting any excavation as follows:

Kansas One-Call 1-800-344-7233
 or 687-2470 (local Wichita)

The Contractor must notify the following in case of an emergency:
 At&t (telephone) 800-870-8390
 Cox Communications (cable) 262-0661
 Westar (electric) 383-8600
 Kansas Gas Service (gas) 1-888-482-4950
 City Of Wichita Water & Sewer Maint. 262-6000

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.

All construction staking shall be performed by the Contractor, including staking for structures and bridges. Staking for clear span bridges will require two independent surveys. See KDOT specifications. Staking will be paid for as "Contractor Staking".

Utility service lines, poles, valve boxes, meters, etc., are to be adjusted as necessary by Others prior to construction unless the plans specifically call for their adjustment by the Contractor. Existing utilities and their locations, as shown on the plans represent the best information obtainable for design. Location information has been obtained from the various utility companies and is either from company record drawings or company provided field locations. The plan locations shown are not guaranteed. Additional existing utilities may also be encountered. All utilities on or supported by the bridge will remain in service during construction. 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 that, in the opinion of the engineer, 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.

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.

Crushed Rock Subgrade is to be compacted and smoothed with a steel faced roller prior to placement of pavement. Tack coat will not be applied to Rock Base.

All Stationing, radii, pavement widths, offset distances, etc., are measured to the back of the curb and gutter and along the project baseline unless otherwise noted on the plans. Spot elevations on plan sheets are at Back of Full-Height Curb and Gutter flow line. Spot elevations on details are as noted.

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.

Pavement cross-slope transitions will be required where proposed pavement matches existing pavement. Transitions shall be made over an adequate length to prevent sumps from being created in gutters.

Contractor shall remove and deliver to 1801 S. McLean all regulatory signs noted for removal during construction. All associated costs to transport the salvaged material will be subsidiary to the bid item "Transportation of Salvaged Materials".

All gravel or other similar debris larger than 1/2 inch in diameter shall be raked up and removed during final grade preparation.

The project Horizontal Datum is based on the COW network scaled to ground using 1.000120014 and the Vertical Datum is NAVD 88. All coordinates and dimensions shown on these plans are modified to ground values.

When casting concrete adjacent to existing concrete and at all construction joints, the Contractor shall brush blast, power wash and water soak surface immediately prior to casting.

The bid price for "Concrete Safety Barrier (Temporary)" shall include providing the barrier and include the cost of multiple installations and removals as necessary to allow construction of the project. Refer to the traffic control plans for the proper handling of traffic during these operations. The quantity of barrier noted in the recapitulation represents the maximum amount of barrier that will be needed for the set-up requiring the most barrier. Not all set-ups will necessarily require this amount of barrier.

A tack coat of emulsified asphalt (SC-1H or CSS-1H) shall be applied at an approximate rate of 0.05 gal. per square yard between each lift of bituminous material.

Bid Item A.C. Pavement 7" (5" Bit. Base):
 Asphalt Cement for Bituminous material shall be PG 70-28 for Surface and PG 64-22 for Base Courses. BM-2 Aggregate shall be used in Surface and Base Courses.

Bituminous Surface Course shall be placed with a laydown machine having automatic controls for line and grade.

Construction Joints in each lift shall be staggered a minimum distance of 12 inches from joints in preceding lifts and placed so that a joint will be constructed on the centerline of the top lift.

Inlet Hook-ups shall be constructed as indicated on the inlet detail drawings and shall be Bid as "Inlet Hookup". No distinction will be made between Hook-ups based on the size and type of inlet.

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 "Recapitulation of Quantities" shows the estimated Square Yards 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 (Curlex I, or approved equal) at the Back of Curb (8' wide minimum). All costs for Erosion Mat installation shall be Subsidiary to "Site Restoration".

See the Roadside Improvement Plans for delineation of sodding areas.

Select Soil (Topsoil) shall be placed at a minimum depth of 12 inches or as specified on the drawings. The finished grade indicates the surface elevation after the prescribed select soil (topsoil) thickness has been placed. Where offsite select soil is needed, it shall be fertile natural topsoil, typical of the locality, obtained from well drained areas. Stockpiled topsoil may be used. It shall be without admixture of subsoil or slag and shall be free of stones, lumps, sticks, plants, or their roots, toxic substances or other extraneous matter that may be harmful to plant growth or would interfere with future maintenance. Topsoil ph range shall be 5.5 to 7.0. Topsoil shall be approved by the Project Engineer prior to placement.

New storm sewer installed under proposed pavements shall be protected from construction traffic during construction operations.

All backfill for storm sewer trenches shall be in accordance with the City of Wichita's standard specifications. Backfill for storm sewer under existing or proposed pavement, including lines running parallel and adjacent to the back of curb, shall be jetted and vibrated sand. The sand fill shall be brought up uniformly to an elevation two feet below the bottom of the existing or proposed pavement (12 inches above the top of pipe shall be the minimum). Cost for this backfill shall be paid on a linear foot basis as "Fill, Sand (Flushed & Vibrated)".

Storm sewer removals are noted on the paving plan sheet. Storm sewer removals will be paid for as "Pipe Removed". Removal of the existing inlets shall be paid for as "Inlet Removed" for each removed.

Some temporary construction easement is located within private property fences. Contractor is to contact the Engineer to assist in coordinating with the land owner regarding use of the easement.

SOIL MANAGEMENT:
 Special Provision "307 - Soil Excavation and Groundwater Management Plan" provides special instruction to the Contractor with regard to managing all project excavations, and the unexpected but possible management of groundwater encountered during excavations. See sheets 24 and 25 of these plans for additional information concerning project excavations. All plan and specification references to backfilling, compaction, excavation, and trenching shall conform to the Special Provision.

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GENERAL NOTES

PROJECT NO.	472-85120	
DATE	JULY 2015	
SCALE	N/A	
DESIGNED	DRAWN	CHECKED
JRA	WNJ	JRA
NO.	REVISION	DATE

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