



PAWNEE AVENUE BRIDGE OVER ARKANSAS RIVER BRIDGE REHABILITATION IMPROVEMENTS

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 current edition of the Kansas Department of Transportation 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.

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.

These plans provide for the construction of all proposed bridge improvements without the necessity of entering or disturbing the Arkansas River. If the Contractor determines that entering the river will be desired or necessary, he will be responsible for obtaining all permits and adhering to all regulatory requirements. The Contractor shall prevent all construction materials and debris from coming in contact with the river.

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.

Removal of existing approach slab shall include the removal of existing footings and slab rests at no additional cost to Owner.

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.

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.

All areas disturbed by construction shall be restored with Bermuda Sod 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) over all disturbed surfaces. All costs for Erosion Mat installation shall be Subsidiary to "Site Restoration".

See the Roadside Improvement Plan for delineation of sodding areas.

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 NAD83, Kansas State Plane Coordinate System, South Zone, (US Survey Feet sDefinition), with a Combined Adjustment Factor (CAF) of 1.0001200144. 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.

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".

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.

All asphalt paving items shall be bid as "A.C. Pavement 6" (4" Bit. Base)" and shall conform to the City of Wichita's SC-1 for surface courses and BC-1 for base courses.

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.

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PROJECT GENERAL NOTES

PROJECT NO. 472-84922

DATE 04/05/2016

SCALE NONE

DESIGNED	DRAWN	CHECKED
JRA	DPG	JRA

NO.	REVISION	DATE

SHEET NO.