

**CIVIL CONSTRUCTION NOTES:**

THE CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION IS IN COMPLIANCE WITH THE CITY OF KANSAS CITY STANDARDS, ORDINANCES AND REGULATIONS, AND ALL OTHER AGENCIES HAVING JURISDICTION AND UTILITY PROVIDER REQUIREMENTS ARE MET.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY EXISTING IMPROVEMENTS OR UNDERGROUND FACILITIES THAT ARE DAMAGED.

THE CONTRACTOR SHALL LEAVE AN EMERGENCY PHONE NUMBER WITH THE POLICE AND FIRE DEPARTMENTS AND KEEP THEM INFORMED OF CONSTRUCTION ACTIVITIES AND OF ANY DETOURS.

CONTRACTOR SHALL POST EMERGENCY PHONE NUMBERS AT THE SITE FOR THE PUBLIC WORKS, AMBULANCE, POLICE, FIRE DEPARTMENT, AND UTILITY LOCATE COMPANIES AT ALL TIMES.

THE CONTRACTOR SHALL CONDUCT THEIR WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OF THE COMPLETION OF WORK BEING PERFORMED BY OTHER CONTRACTORS.

THE CONTRACTOR AND ALL SUBCONTRACTORS INVOLVED IN THE PROJECT SHALL ASSUME LIABILITY, FINANCIAL OR OTHERWISE, IN CONNECTION WITH THEIR CONTRACT AND SHALL PROTECT AND HOLD HARMLESS THE ENGINEER AND THE ENGINEER'S REPRESENTATIVES FROM ANY AND ALL DAMAGES OR CLAIMS THAT MAY ARISE BECAUSE OF INCONVENIENCE, DELAYS, OR LOSS EXPERIENCED BECAUSE OF THE PRESENCE AND OPERATIONS OF OTHER CONTRACTORS OR CONSULTANTS WORKING ADJACENT TO OR WITHIN THE LIMITS OF THE PROJECT.

CONTRACTOR SHALL REPAIR ANY DAMAGE TO PROPERTY DURING CONSTRUCTION. DAMAGED PROPERTY SHALL BE RETURNED TO THE EXISTING CONDITIONS AT A MINIMUM.

PUBLIC SAFETY AND TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE CITY OF KANSAS CITY STANDARDS AND SPECIFICATIONS AND AS DIRECTED BY THE CITY, SAFE VEHICULAR AND PEDESTRIAN ACCESS SHALL BE PROVIDED AROUND THE SITE AT ALL TIMES. ALL DETOURS/LANE CLOSURES MUST BE HANDLED USING TRAFFIC CONTROL DEVICES CONFORMING TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION, AND MUST BE APPROVED BY THE CITY.

ADEQUATE TEMPORARY OFF STREET PARKING FOR CONSTRUCTION WORKERS SHALL BE PROVIDED. PARKING ON NON-SURFACED AREAS SHALL BE PROHIBITED IN ORDER TO ELIMINATE THE CONDITION, WHEREBY MUD FROM CONSTRUCTION AND/OR WORKERS VEHICLES IS TRACKED ONTO THE PAVEMENT CAUSING HAZARDOUS ROADWAY AND DRIVEWAY CONDITIONS.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING SITE FEATURES AND UTILITIES, AND REPORT ALL FINDINGS AND DISCREPANCIES TO THE ENGINEER.

ALL WORK, INSTALLATION, PROCEDURES, MATERIALS, AND TESTING ASSOCIATED WITH THIS PROJECT SHALL CONFORM TO THE FOLLOWING STANDARD SPECIFICATIONS AND REQUIREMENTS INsofar as they APPLY (EXCEPT ALL REQUIREMENTS FOR METHOD OF MEASUREMENT OR PAYMENT DO NOT APPLY:

- STANDARD SPECIFICATIONS AS PUBLISHED BY THE KANSAS DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
- NATIONAL MANUAL ON TRAFFIC CONTROL DEVICES, LATEST EDITION.
- UNITED STATES AMERICANS WITH DISABILITIES ACT.
- CITY OF KANSAS CITY ORDINANCES AND REGULATIONS.
- ALL ORDINANCES, LAWS, REGULATIONS, AND STANDARDS OF ALL PERTINENT AUTHORITIES HAVING JURISDICTION OVER THE WORK ASSOCIATED WITH THIS PROJECT.
- ANY INCONSISTENCIES, DISCREPANCIES OR CONFLICTS DISCOVERED BETWEEN THE VARIOUS STANDARDS, SPECIFICATIONS OR LAWS BY GOVERNING AUTHORITIES AND/OR THESE PLANS AND SPECIFICATIONS, THE MOST STRINGENT SHALL BE BINDING AND APPLICABLE TO THIS PROJECT.

ALL WORK IN PUBLIC EASEMENTS AND RIGHT-OF-WAY AND ALL EROSION CONTROL WORK MUST COMPLY WITH THE LATEST EDITION OF THE TECHNICAL PROVISIONS & STANDARD DRAWINGS FOR ROADS AND SEWERS OF THE UNITED GOVERNMENT OF WYANDOTTE COUNTY, KANSAS CITY, KANSAS. IF ANY OF THE GENERAL NOTES CONFLICT WITH THE TECHNICAL PROVISIONS & STANDARD DRAWINGS FOR ROADS AND SEWERS, OF THE UNITED GOVERNMENT OF WYANDOTTE COUNTY, KANSAS CITY, KANSAS (THE UG), THE UG S STANDARDS SHALL OVERRIDE.

**CIVIL SITE NOTES:**

THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES FOR SAFETY PRECAUTIONS OR PROGRAMS. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

PRIOR TO CONSTRUCTION, THE ENGINEER AND REVIEWING AGENCY MUST APPROVE ANY ALTERATION OR VARIANCE FROM THE PLANS. ANY VARIATIONS FROM THESE PLANS SHALL BE PROPOSED ON THE CONSTRUCTION FIELD PRINTS AND TRANSMITTED TO THE ENGINEER.

ANY INSPECTION BY THE MUNICIPALITY, COUNTY, STATE OR THE ENGINEER SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH ALL APPLICABLE CODES AND AGENCY REQUIREMENTS.

REMOVAL AND REPLACEMENT QUANTITIES ARE APPROXIMATE AND THE EXACT LOCATION OF REMOVAL LIMITS SHALL BE VERIFIED IN THE FIELD AND APPROVED BY THE INSPECTOR PRIOR TO THE START OF CONSTRUCTION.

ALL LANDSCAPE AREAS SHALL BE FILLED WITH A MINIMUM OF 6 INCHES OF TOPSOIL.

THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN ALL REQUIRED CONSTRUCTION PERMITS AND BONDS PRIOR TO CONSTRUCTION.

ALL SIGNAGE PROPOSED FOR THIS SITE SHALL BE IN COMPLIANCE WITH THE ORDINANCES OF THE CITY.

THE CONTRACTOR SHALL HAVE A COPY OF THE CONTRACT DOCUMENTS INCLUDING THE PLANS, SPECIFICATIONS, COPIES OF REQUIRED CONSTRUCTION PERMITS, EROSION AND SEDIMENT CONTROL PLANS AND INSPECTION REPORTS AT THE JOB SITE AT ALL TIMES.

ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER, CITY INSPECTOR, AND ENGINEER OF RECORD DIRECTLY FROM THE TESTING COMPANY.

THE CONTRACTOR SHALL THOROUGHLY CHECK AND COORDINATE THE ARCHITECTURAL, CIVIL, STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING, FIRE PROTECTION, AND ALL OTHER PLANS PRIOR TO COMMENCING CONSTRUCTION. THE OWNER AND ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCY TO COMMENCING CONSTRUCTION.

ALL UTILITY CONDUITS SHALL BE FOUR (4) INCHES UNLESS OTHERWISE INDICATED, U.L. LISTED SCHEDULE 40 PVC INSTALLED AT A MINIMUM OF 2" BELOW FINAL GRADE. UNLESS THE UTILITY COMPANY REQUIRES DIFFERENT INSTALLATION METHODS, ALL CONDUITS FOR GAS, ELECTRIC, AND COMMUNICATIONS SHALL BE INSTALLED PRIOR TO STREET PAVEMENT INSTALLATION.

ALL UTILITY CONDUITS SHALL HAVE PULL WIRES INSTALLED. THE UTILITIES SHALL TEMPORARILY SEAL WITH TAPE AND 2"x4" INSTALLED AT EACH END. 2"x4" SHALL BE 1" OR MORE CORNER RADIUS TO THE STANDARD UTILITY LOCATING COLORS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL NECESSARY REVISIONS, INCLUDING BUT NOT LIMITED TO: UNDERGROUND AND OVERHEAD UTILITIES, STORM DRAINAGE, SIGN, TRAFFIC SIGNALS AND POLES, IRRIGATION STRIPES, AND OTHER EXISTING UTILITIES REQUIRED TO FACILITATE THE INSTALLATION OF THE PROPOSED IMPROVEMENTS. ALL REVISION WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES/DISTRICTS SPECIFICATIONS. THE CITY SHALL BE APPROVED BY THE GOVERNING AUTHORITIES OWNERS PRIOR TO COMMENCEMENT OF ANY WORK. THE RESULTING COSTS SHALL BE DEEMED TO BE INCLUDED IN THE CONTRACTOR'S COST/BID.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ALL AREAS TO BE EXCAVATED OR FILLED.

THE CONTRACTOR SHALL NOT TAKE ADVANTAGE OF ANY APPARENT ERROR OR OMISSION ON THE PLANS OR SPECIFICATIONS. IN THE EVENT THE CONTRACTOR DISCOVERS ANY APPARENT ERROR OR DISCREPANCY, THEY SHALL IMMEDIATELY CALL UPON THE ENGINEER FOR THEIR INTERPRETATION AND DECISION.

THE CONTRACTOR SHALL COMPLY WITH ALL LEGAL ROAD RESTRICTIONS IN THE HAULING OF MATERIALS ON PUBLIC ROADS/STREETS BEYOND THE LIMITS OF THE WORK. A SPECIAL HAUL PERMIT WILL NOT RELIEVE THE CONTRACTOR OF LIABILITY FOR ANY DAMAGE WHICH MAY RESULT FROM THE MOVING OF MATERIAL OR EQUIPMENT.

IF THE CONTRACTOR ELECTS TO BURN CLEARED AND GRUBBED VEGETATION, THE CONTRACTOR SHALL BE RESPONSIBLE TO APPLY FOR PERMISSION FOR THE APPLICABLE MUNICIPALITY, FIRE DEPARTMENT, AND ALL PERTINENT AUTHORITIES HAVING JURISDICTION.

**CIVIL EROSION AND SEDIMENT CONTROL NOTES:**

ALL SOIL AND EROSION CONTROL MEASURES SHALL CONFORM TO AND BE IN COMPLIANCE WITH THE CITY OF KANSAS CITY, KANSAS, WYANDOTTE COUNTY, KANSAS, AND THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT (KDHE).

ALL WATER POLLUTION CONTROL BEST MANAGEMENT PRACTICES (BMP'S) SHOWN ON THESE PLANS ARE DIAGRAMMATIC. THE CONTRACTOR SHALL DETERMINE ACTUAL LOCATIONS THAT ARE APPROPRIATE FOR EACH PHASE OF CONSTRUCTION.

ALL SOIL AND EROSION CONTROL MEASURES SHALL CONFORM TO THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT (KDHE), LATEST EDITION.

ALL PERIMETER SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING.

EROSION CONTROL MEASURES SHOULD BE CONSIDERED ALONG THE FACE OF EACH SLOPE. EROSION CONTROL MEASURES TYPICALLY EMPLOYED WOULD INCLUDE SILT FENCES, INLET PROTECTION, DITCH CHECKS AND TIMELY SEEDING OR SOIDDING.

ALL REMOVABLE PROTECTIVE EROSION CONTROL DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY.

AFTER A RAINFALL EVENT, ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL BMP'S. THE CONTRACTOR SHALL INSPECT EROSION CONTROL DEVICES EVERY 7 DAYS AND WITHIN 24 HOURS OF A STORM IF 0.5 INCHES OR MORE. THE CONTRACTOR SHALL REPAIR DAMAGE, CLEAN OUT SEDIMENT, AND ADD ADDITIONAL EROSION CONTROL DEVICES AS NEEDED, AS SOON AS PRACTICABLE, AFTER INSPECTION.

GRADED AREAS AROUND THE PERMETER MUST DRAIN AWAY FROM THE FACE OF THE SLOPE AT THE CONCLUSION OF EACH WORKING DAY.

DURING CONSTRUCTION, THE CONTRACTOR SHALL TAKE PRECAUTION TO ENSURE THAT SEDIMENTATION DAMAGE WILL NOT OCCUR. THE CONTRACTOR SHALL RESTRICT THE AMOUNT OF LAND AREA GRADED AT ANY ONE TIME TO A MINIMUM. IT IS RECOMMENDED DURING AND AFTER GRADING, THAT A TEMPORARY VEGETATIVE COVER BE ESTABLISHED TO PROTECT THE BARE SOIL SURFACE.

THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREAS WHERE IMPROUNDED WATER CREATES A HAZARDOUS CONDITION.

THE ENGINEER RESERVES THE RIGHT TO MAKE CHANGES OR MODIFICATIONS TO THE EROSION AND SEDIMENT CONTROL PLAN AS DEEMED NECESSARY.

TEMPORARY EROSION PROTECTION IS REQUIRED FOR MANUFACTURED SLOPES PRIOR TO PERMANENT PLANTING.

AREAS SHALL BE MAINTAINED IN SUCH A STATE FOR FIRE ACCESS AT ALL TIMES (INCLUDING ACCESS TO NEIGHBORING PROPERTIES).

NO OBSTRUCTION OR DISTURBANCE OF NATURAL DRAINAGE COURSES OR EXISTING STORM DRAIN DRAINS SHALL OCCUR UNLESS ADEQUATE TEMPORARY/PERMANENT DRAINAGE FACILITIES HAVE BEEN APPROVED AND INSTALLED TO CARRY SURFACE WATER TO THE NEAREST PRACTICAL STREET, STORM DRAIN, OR NATURAL WATERCOURSE.

THE CONTRACTOR SHALL CONDUCT THEIR OPERATIONS IN SUCH A MANNER THAT STORM RUNOFF WILL BE CONTAINED WITHIN THE PROJECT OR CHANNELLED INTO THE STORM DRAINAGE SYSTEM WHICH SERVES THE REMOY AREA. STORM RUNOFF FROM ONE AREA SHALL NOT BE ALLOWED TO DIVERT TO ANOTHER RUNOFF AREA.

ANY EROSION AND SEDIMENT CONTROL PLAN CONTAINED IN THE PROJECT PLANS SHOULD BE CONSIDERED A GENERAL GUIDELINE TO BE UTILIZED FOR EROSION CONTROL PREVENTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL EROSION AND DISPLACED SEDIMENT DOES NOT MIGRATE OFF SITE, IF UNEXPECTED EROSION OR SEDIMENTATION OCCURS, OR IF THE EROSION PLAN STRUCTURES BECOME DAMAGED, THE CONTRACTOR SHALL PROVIDE SUFFICIENT MEASURES TO REPAIR, REPLACE, OR INSTALL EROSION CONTROL STRUCTURES TO ENSURE OFF-SITE DAMAGE DOES NOT OCCUR. ANY SEDIMENT OR EROSION DAMAGE WHICH OCCURS OFF-SITE SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

CONFORMANCE WITH THE REQUIREMENTS OF THESE PLANS SHALL IN NO WAY RELIEVE THE CONTRACTOR FROM THEIR RESPONSIBILITIES TO THE SITE AND ADJACENT PROPERTIES. TEMPORARY EROSION CONTROL SHALL CONSIST OF, BUT NOT LIMITED TO, CONSTRUCTING SUCH FACILITIES AND TAKING SUCH MEASURES AS ARE NECESSARY TO PREVENT, CONTROL AND ABATE WATER, MUD, AND EROSION DAMAGE TO PUBLIC AND PRIVATE PROPERTY AS A RESULT OF THE CONSTRUCTION OF THIS PROJECT.

FILL AREAS WHILE BEING BROUGHT UP TO GRADE AND DURING PERIODS OF COMPLETION PRIOR TO FINAL GRADE, SHALL BE PROTECTED BY VARIOUS MEASURES TO ELIMINATE EROSION AND THE SILTATION OF DOWNSTREAM FACILITIES AND ADJACENT AREAS. THESE MEASURES MAY INCLUDE, BUT SHALL NOT BE LIMITED TO TEMPORARY DOWNDRAINS, EITHER IN THE FORM OF PIPES OR PAVED DITCHES WITH PROTECTED ORIFICE ALL AREAS, GRADED BERMS AROUND AREAS TO ELIMINATE EROSION OF FILL SLOPES, SURFACE RUNOFF, CONFINED PONDING AREAS TO DESILT RUNOFF, TEMPORARY CHECK DAMS IN THE SLOPE DITCHES TO DESILT RUNOFF, PROTECTION SUCH AS SAND BAGS AROUND INLETS WHICH HAVE BEEN BROUGHT UP TO GRADE, AND EARTH BERMS AND APPROPRIATE GRADING TO DIRECT DRAINAGE AWAY FROM THE EDGE OF THE TOP OF SLOPES SHALL BE CONSTRUCTED AND MAINTAINED ON FILL AREAS WHERE EARTHWORK OPERATIONS ARE NOT IN PROGRESS.

CLEARING AND GRUBBING SHOULD BE LIMITED TO AREAS THAT WILL RECEIVE IMMEDIATE GRADING. EROSION CONTROL MEASURES WILL BE REQUIRED TO PROTECT AREAS THAT HAVE BEEN CLEARED AND GRUBBED PRIOR TO GRADING OPERATION. THESE MEASURES MAY INCLUDE, BUT NOT LIMITED TO: GRADED DITCHES, BRUSH BARRIERS, AND SILT FENCES. CARE SHALL BE TAKEN TO PRESERVE VEGETATION BEYOND THE LIMITS OF GRADING.

PAVED SURFACES WITH ACCUMULATED MATERIALS SHALL BE WASHED AND SCIPPED WITH MECHANICAL EQUIPMENT AFTER PAVEMENT IS CONSTRUCTED, BUT PRIOR TO FINAL ACCEPTANCE OF THE IMPROVEMENTS.

THE CONTRACTOR SHALL PLACE FILTER FABRIC AROUND ALL INLETS, BARRIERS AROUND INLETS IN STREETS OR PAVED AREAS SHALL BE REMOVED PRIOR TO FINAL ACCEPTANCE OF THE IMPROVEMENTS.

CITY APPROVAL OF THESE PLANS DOES NOT RELIEVE THE CONTRACTOR FROM RESPONSIBILITY FOR THE CORRECTION OF ERRORS AND OMISSIONS DISCOVERED DURING CONSTRUCTION. UPON REQUEST, THE REQUIRED PLAN REVISIONS SHALL BE PROVIDED IN WRITING TO THE ENGINEER FOR APPROVAL.

**CIVIL SIGNAGE AND STRIPING NOTES:**

ALL STRIPING SHALL BE STANDARD STRIPING OR CURRENT MUTCD STANDARDS, INCLUDING SUPPLEMENTS (MUTCD) 1, 2, AND 3, UNLESS OTHERWISE NOTED.

ALL PARKING RESTRICTION SIGNS SHALL HAVE ENGINEERING REFLECTIVE SHEETING. ALL OTHER SIGNS SHALL HAVE DIAMOND GRADE REFLECTIVE SHEETING.

ALL SIGNS SHALL BE MOUNTED WITH VANDAL RESISTANT HARDWARE.

POST MOUNTED SIGNS SHALL BE MOUNTED SO THAT THE BOTTOM OF THE SIGN IS AT LEAST 6 FEET FROM THE FINISHED GRADE IN AREAS WHERE PEDESTRIANS MAY BE PRESENT, EVEN IN AREAS WHERE NO SIDEWALKS ARE PRESENT UNLESS OTHERWISE NOTED. TO SATISFY THIS REQUIREMENT, EXISTING POSTS MAY NEED TO BE REPLACED IF ADDITIONAL SIGNS ARE REQUIRED.

WHERE POSSIBLE, AT LEAST 2 FEET OF CLEARANCE SHALL BE PROVIDED FROM THE CURB FACE TO THE EDGE OF THE SIGN.

ALL PERMANENT STRIPING AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED. YELLOW THERMOPLASTIC SHALL BE LEAD-FREE ORGANIC MATERIAL. ALL CURB MARKINGS SHALL BE PAINTED.

ALL STRIPING AND PAVEMENT MARKINGS SHALL BE REFLECTORIZED UNLESS OTHERWISE NOTED.

ALL EXISTING STRIPING AND PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED STRIPING AND PAVEMENT MARKINGS SHALL BE REMOVED BY WET SANDBLASTING OR GRINDING. PAVEMENT LEGENDS AND ARROWS THAT ARE TO BE REMOVED SHALL BE REMOVED IN A BLOCK PATTERN. ALL STRIPING AND PAVEMENT MARKING REMOVAL AREAS SHALL BE TREATED WITH AN APPROVED PAVEMENT SEALER.

**CIVIL PAVEMENT, SUB-GRADE, AND TRAFFIC CONTROL NOTES:**

MATERIALS AND CONSTRUCTION TECHNIQUES SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION PUBLISHED BY THE KANSAS DEPARTMENT OF TRANSPORTATION (KSDOT).

ALL GRADING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF KANSAS CITY REQUIREMENTS AND THE REQUIREMENTS PRESENTED IN THE CURRENT BUILDING CODE. THE CONTRACTOR SHALL FOLLOW ALL PROCEDURES, RECOMMENDATIONS, AND REQUIREMENTS CONTAINED IN THE REPORT, AND THESE REQUIREMENTS SHALL SUPERCEDE ALL INFORMATION AS NOTED ON THESE PLANS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF DISCREPANCIES BEFORE ANY ACTION IS TAKEN.

COMPACTION TESTING OF THE SUB-GRADE WILL BE PERFORMED BY THE CONTRACTOR.

ENTRANCE PAVEMENT SHALL BE COORDINATED WITH THE CITY OF KANSAS CITY AND KSDOT PRIOR TO CONSTRUCTION PROCEEDINGS.

ALL TRAFFIC CONTROL (INCLUDING, BUT NOT LIMITED TO WORK ZONE, TEMPORARY, OR PERMANENT) SHALL BE FURNISHED, INSTALLED, MAINTAINED, RELOCATED, AND/OR REMOVED ACCORDING TO THE LATEST EDITION OF THE KSDOT STANDARD SPECIFICATIONS.

CONTRACTOR TO REMOVE ALL EXISTING TPMS (CONC. WALK CONC. PAD, POSTS, PAVEMENT, TREES, SHRUBS, ETC.) THAT INTERFERE WITH NEW CONSTRUCTION, AT NO ADDITIONAL COST TO THE CONTRACT.

THE CONTRACTOR MUST SUBMIT A MAINTENANCE OF TRAFFIC PLAN AT LEAST FIVE (5) WORKING DAYS PRIOR TO RESTRICTION OR CLOSURE OF ANY STREET.

**CIVIL GRADING, EARTHWORK, AND BACKFILL NOTES:**

ALL GRADING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF KANSAS CITY REQUIREMENTS, THE GOEDELINES PRESENTED IN THE CURRENT BUILDING CODE, AND THE GEOTECHNICAL REPORT. THE CONTRACTOR SHALL FOLLOW ALL PROCEDURES, RECOMMENDATIONS, AND REQUIREMENTS CONTAINED IN THE CODE AND REPORT, AND THESE REQUIREMENTS SHALL SUPERCEDE ALL INFORMATION AS NOTED ON THESE PLANS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF DISCREPANCIES BEFORE ANY ACTION IS TAKEN.

ALL IMPORTED MATERIAL SHALL BE APPROVED BY AN EXPERIENCED GEOTECHNICAL ENGINEER OR THEIR FIELD REPRESENTATIVE.

ALL GRADING SHALL BE DONE IN ACCORDANCE WITH THE APPROVED GEOTECHNICAL SOILS REPORT.

AREA TO BE CUT OR TO RECEIVE FILL SHOULD BE STRIPPED OF SURFACE VEGETATION AND ORGANIC TOPSOIL. THE STRIPPING SHOULD BE REMOVED FROM THE BUILDING OR PAVEMENT AREA AND STOCKPILED FOR LATER PLACEMENT IN LANDSCAPED OR COMMON GROUND AREAS, AS APPROPRIATE. ORGANIC TOPSOIL CAN BE REUSED AS FILL, IF THOROUGHLY MIXED WITH OTHER ACCEPTABLE, NON-ORGANIC, FILL MATERIALS, AS APPROVED BY THE ENGINEER.

FILL AREAS IN PAVEMENT AND BUILDING AREAS SHALL BE PLACED TO AT LEAST 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698). THE UPPER 9 INCHES OF SAND SUBGRADE, CURB AREAS AND DETENTION BASIN FILL AREAS SHALL BE RECOMPACTED TO AT LEAST 95% OF THE MATERIAL STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698).

COMPACTION TESTS ARE REQUIRED FOR EACH FILL LIFT. NO LIFT TO EXCEED 12" IN DEPTH. THE CONTRACTOR RESPONSIBLE FOR ALL PROCTOR AND COMPACTION TEST ON MATERIALS.

ALL DUST SHALL BE CONTROLLED BY WATERING WHEN NECESSARY.

THE CONTRACTOR SHALL REMOVE ALL VEGETATION AND DEBRIS PRIOR TO ANY GRADING.

THE SUB-GRADE OF ALL FOUNDATION AREAS SHALL BE OBSERVED BY AN EXPERIENCED LICENSED GEOTECHNICAL ENGINEER OR THEIR FIELD REPRESENTATIVE PRIOR TO THE PLACEMENT OF ANY CONCRETE OR FILL MATERIAL.

ALL GRADES SHALL BE TO WITHIN 1/4" TOLERANCE SHOWN ON THE GRADING PLAN WHILE MAINTAINING POSITIVE DRAINAGE.

**CIVIL ACCESSIBILITY NOTES:**

ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE LOCAL ACCESSIBILITY CODE (LOCALITY), STATE OF KANSAS, AND THE FEDERAL AMERICANS WITH DISABILITIES ACT (ADA).

ALL RAMPS SHALL BE SLOPED AT A MINIMUM SLOPE OF 1:12 OR 8.33%.

RAMP ARE DEFINED AS WALKWAYS BETWEEN SLOPES 1:20 OR 5.00% AND 1:12 OR 8.33% AND SHALL HAVE A MINIMUM CLEAR WIDTH OF 3 FEET AND A MAXIMUM CROSS-SLOPE OF 1:50 OR 2.00%. RAMPS EXCEEDING 30 FEET OF VERTICAL CHANGE SHALL HAVE INTERMEDIATE (2.00% MAX. SLOPE) LANDINGS HAVING A MINIMUM LENGTH IN THE DIRECTION OF TRAVEL OF 60 INCHES. BOTTOM LANDINGS SHALL HAVE A MINIMUM LENGTH OF 60 INCHES IN THE DIRECTION OF TRAVEL. LANDINGS SHALL BE AT LEAST THE WIDTH AS THE WIDEST RAMP RUN LEADING TO THE LANDING. LANDINGS AT RAMP DIRECTION CHANGES SHALL HAVE A MINIMUM WIDTH AND LENGTH OF 60 INCHES.

THE MAXIMUM CROSS-SLOPE ON ANY WALK OR RAMP SHALL BE 2.00%. ALL ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL HAVE A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS.

ALL ACCESSIBLE ROUTES OF TRAVEL SHALL HAVE A MINIMUM OF THREE (3) FOOT CLEAR WIDTH FOR ACCESSIBLE CONFORMANCE, UNLESS OTHERWISE NOTED PER THE PLANS.

TRUNCATED DORIES AS DETECTABLE WARNINGS MAY BE REQUIRED ON WALKS THAT CROSS OR ADJOIN A VEHICULAR WAY WITHOUT A VERTICAL SEPARATION BETWEEN THE WALKWAY AND VEHICULAR WAY.

**CIVIL STORM AND DRAINAGE NOTES:**

STORM AND DRAINAGE SYSTEM CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY OF KANSAS CITY STANDARD SPECIFICATIONS AND STANDARD DRAWINGS, LATEST EDITION.

STORMWATER AND ALL OTHER UNPOLLUTED DRAINAGE SHALL BE DISCHARGED INTO SUCH SEWERS AS ARE SPECIFICALLY DESIGNED AS STORM SEWER OR TO A NATURAL OUTFLET.

ALL STORM SEWER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.

ALL STORM SEWER STRUCTURES AND BEDDING REQUIRED FOR STORM SEWER PIPE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF KANSAS CITY STANDARDS, LATEST EDITION.

ALL TRENCHES UNDER AREAS TO BE PAVED AND UNDER EXISTING PAVED AREAS SHALL BE BACKFILL AND PLACED IN ACCORDANCE WITH THE CITY OF KANSAS CITY STANDARDS.

ALL TRENCH BACKFILL UNDER PAVEMENT WITHIN PUBLIC RIGHT OF WAY SHALL BE GRANULAR BACKFILL. TRENCH BACKFILL UNDER PAVED AREAS AND OUTSIDE OF PUBLIC RIGHT OF WAY SHALL BE GRANULAR BACKFILL IN LIEU OF EARTH BACKFILL COMPACTED TO 95% OF THE MODIFIED AASHTO T-180 COMPACTION TEST ASTM D-1557.

JETTING IS NOT AN ACCEPTABLE METHOD OF ACHIEVING BACKFILL COMPACTION. ALL BACKFILL MATERIAL SHALL BE MECHANICALLY COMPACTED TO AT LEAST 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY.

MINIMUM COVER OVER PVC PIPE SHALL BE ONE FOOT FROM THE TOP OF ROAD ROADWAY SURFACES OR THE BOTTOM OF FLEXIBLE ROADWAY SURFACES. AT SHALLOW DEPTHS OF COVER (1 FOOT - 3 FOOT), CLASS I OR CLASS II MATERIAL PER ASTM D2321 WITH A MINIMUM OF 95% PROCTOR DENSITY.

**CIVIL SANITARY SEWER NOTES:**

SANITARY SEWER SYSTEM CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFICATIONS OF THE CITY OF KANSAS CITY.

SANITARY SEWER PIPE SHALL BE 4 INCH - 8 INCH PVC AS PER INDICATED ON THE PLANS AND SHALL BE IN ACCORDANCE WITH ASTM D3034 - SDR 35 WITH JOINTS IN ACCORDANCE WITH ASTM D3212.

ALL SANITARY SEWERS SHALL BE BOTH AIR AND MANTEL TESTED IN ACCORDANCE WITH THE TESTING PROCEDURES IN THE STANDARD SPECIFICATIONS OF THE CITY OF KANSAS CITY FOR ALL PIPE LENGTHS.

ALL SANITARY SEWER MANHOLES LOCATED IN OR ADJACENT TO DRAINAGE WAYS SHALL BE PROVIDED WITH BOLT DOWN, SOLID, GASKETED AND WATER TIGHT LIDS.

FOUNDATION DRAINS, IF INSTALLED, SHALL NOT CONNECT TO THE SANITARY SEWER.

MANHOLES LIDS MAY BE ADJUSTED WITH ADJUSTING RINGS UP TO 12 INCHES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL ADJUSTMENTS UP TO AND INCLUDING 12 INCHES.

FOUR (4) OR SIX (6) INCH WYE FITTINGS WITH FOUR (4) OR SIX (6) INCH LATERALS SHALL BE CONSTRUCTED FROM THE SANITARY SEWER MAIN TO THE BUILDING LINE AT THE ELEVATION INDICATED. EACH LATERAL SHALL EXTEND AT A 45° ANGLE TO THE SEWER MAIN AND EXTEND UPWARD TO APPROXIMATELY ONE (1) FOOT FROM THE SANITARY MAIN FLOWLINE TO THE LATERAL FLOWLINE. LATERALS SHALL BE EXTENDED AT 1% AND TERMINATED THREE (3) FEET ABOVE GRADE.

**CIVIL WATERMAIN NOTES:**

ALL WATERMAIN CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFICATIONS FOR THE KANSAS CITY WATER DEPARTMENT AND THE KANSAS DEPARTMENT HEALTH AND ENVIRONMENT.

WATER MAIN SHALL HAVE A MINIMUM COVER OF 42" FROM FINISHED GRADE TO TOP OF PIPE.

ALL WATER PIPE SHALL BE CONSTRUCTED OF POLY-VINYL (P.V.C.) PIPE CONFORMING TO NSF STANDARD 14 AND AWWA C900. THE PIPE SHALL CONFORM TO ASTM D2733 AND SHALL BE CONSTRUCTED OF PIPING MATERIALS DESIGNATED AS CLASS 150 (PVC 110). THE PIPE SHALL HAVE A STANDARD DIMENSIONAL RATIO (SDR) OF 18. SCHEDULE RATINGS SHALL BE IN ACCORDANCE WITH ASTM F 753 (PVC). JOINTS FOR PVC WATER MAIN SHALL BE "O" RING GUP ON JOINTS IN CONFORMANCE TO ASTM D3139-08 - STANDARD SPECIFICATION FOR JOINTS FOR PLASTIC PRESSURE PIPES USING FLEXIBLE ELASTOMERIC SEALS."

BEVELED SPOOT ENDS MUST HAVE A MINIMUM BEVEL OF 8 DEGREES TO A MAXIMUM BEVEL OF 15 DEGREES. THE VERTICAL FACE OF THE SPOOT END MAY NOT EXCEED 75% OF PIPE WALL THICKNESS AND THE HORIZONTAL LENGTH OF THE BEVEL SHALL NOT EXCEED 1.25 INCHES. FIELD BEVELED SPOOT END SHALL BE MADE PER MANUFACTURERS RECOMMENDATION AND AS APPROVED BY KANSAS CITY WATER DEPARTMENT. THE DEGREE OF BEVEL SHALL BE APPROVED FOR THE TYPE OF PIPE BEING INSTALLED.

WATER PIPE SHIPPING, HANDLING & STORAGE - THE FRONT END OF ALL PIPE FITTINGS BY TRUCK SHALL BE COVERED FOR PROTECTION AGAINST EXHAUST PUMES. PIPE SHALL BE PROTECTED FROM EXPOSURE TO SUNLIGHT ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. PIPE WILL NOT BE ACCEPTED FOR INSTALLATION IF DISCOLORATION IS EVIDENT DUE TO SUNLIGHT OR OTHER EXPOSURE. PIPE SHALL BE STORED IN SUCH A MANNER TO PREVENT BEAMING THE PIPE.

TRACING WIRE FOR ALL WATER MAINS, INCLUDING OUT-OF-SERVICE SUBSTITUTES FOR FUTURE EXTENSION, SHALL BE INSTALLED WITH COPPER TRACING WIRE. EACH DAY, TAPE TO THE TOP OF THE PIPE EVERY 5' MAXIMUM TRACING WIRE LENGTH SHALL BE SOUGHT THROUGH THE FINDING A CURB STOP BOX. CURB STOP BOXES SHALL NOT BE LOCATED IN THE PAVEMENT. TRACING WIRE SHALL BE KEPT TO A MINIMUM AND APPROVED BY KANSAS CITY WATER DEPARTMENT. IF SPLICES ARE REQUIRED THEY SHALL BE MADE WITH COPPER SPLIT BOLT (LISC 818-K) OR APPROVED EQUIV. AND TAPED WITH ELECTRICAL TAPE. JUMPER WIRES MUST BE RUN FROM THE MAIN TO THE TRACING WIRE AND TO ALL WATER METER SERVICE LINES.

ALL WORK PERFORMED ON ANY WATER LINES AND/OR APPURTENANCES THAT ARE OWNED OR ANTICIPATED TO BE OWNED BY THE KANSAS CITY WATER DEPARTMENT SHALL BE COMPLETED UNDER THE DIRECTION OF KANSAS CITY WATER DEPARTMENT. ACCORDING TO AN ACCEPTABLE PLAN APPROVED BY KANSAS CITY WATER DEPARTMENT. A REQUEST FOR WORK SHALL BE GIVEN TO KANSAS CITY WATER DEPARTMENT BY THE CONTRACTOR PRIOR TO THE START OF ANY UNDERLINE WORK. ONE SET OF CITY APPROVED PLANS SHALL BE ON THE JOB SITE DURING CONSTRUCTION. WATER LINE CONSTRUCTION WILL NOT BE PERMITTED TO START UNTIL ALL APPROVED PERMITS AND BONDS ARE RECEIVED AND NO DEVIATION FROM THE APPROVED PLANS WITHOUT WRITTEN APPROVAL FROM THE CITY OF KANSAS CITY WATER DEPARTMENT.

**CITY OF KANSAS CITY, WYANDOTTE COUNTY, AND KSDOT CONSTRUCTION NOTES:**

CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE CITY OF KANSAS CITY, WYANDOTTE COUNTY, AND KSDOT AT LEAST 48 HOURS PRIOR TO POURING CONCRETE, INSTALLING STORM SEWER, INSTALLING SANITARY SEWER, OR OTHERWISE PROVIDING SUCH ADVANCE NOTICE AS MAY BE REQUIRED BY THESE JURISDICTIONS.

ALL WORK, MATERIALS, AND INSTALLATION SHALL NOT BE DEEMED SATISFACTORY UNTIL SUCH TIME AS ALL APPROVALS ARE OBTAINED FROM THE JURISDICTIONAL AUTHORITY.

THE CONTRACTOR SHALL PROCEED AT THEIR OWN RISK IN PERFORMING ANY WORK PRIOR TO VERIFYING OR RECEIVING ALL NECESSARY PERMITS FOR THE WORK TO BE COMPLETED.

CONTRACTOR SHALL BE REQUIRED TO REMOVE AND REPLACE ANY SIGNS THAT NEED TO BE MOVED TO COMPLETE THE WORK. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

THE CONTRACTOR SHALL TAKE ALL REASONABLE PRECAUTIONS TO PROTECT ALL EXISTING UTILITIES.

ANY SIDEWALKS, CURB AND GUTTER, OR STREET ROADWAY PAVEMENT DAMAGED IN THE COURSE OF CONSTRUCTION ACTIVITY ON ADJACENT PRIVATE PROPERTY MUST BE REPLACED IN KIND.

ALL DISTURBED AREAS WITHIN THE CITY OF KANSAS CITY AND KSDOT RIGHT OF WAY SHALL BE RESTORED PER THEIR REQUIREMENTS.

THE CITY OF KANSAS CITY'S PLAN REVIEW IS ONLY FOR GENERAL CONFORMANCE WITH THE CITY OF KANSAS CITY DESIGN AND CONSTRUCTION MANUAL. THE APPROVAL OF THESE IMPROVEMENT PLANS SHALL NOT BE CONSIDERED TO BE AN APPROVAL OF ANY VIOLATION OF THE CITY OF KANSAS CITY'S MUNICIPAL CODE, INCLUDING BUILDING AND ZONING CODES, OR ANY OTHER CITY ORDINANCE. THE CITY OF KANSAS CITY IS NOT RESPONSIBLE FOR THE ACCURACY AND ADEQUACY OF THE DESIGN, OR DIMENSIONS AND ELEVATIONS, WHICH SHALL BE CONFIRMED AND CORRELATED AT THE PROJECT SITE. THE CITY OF KANSAS CITY THROUGH ITS APPROVAL OF THESE IMPROVEMENT PLANS ASSUMES NO RESPONSIBILITY OTHER THAN AS STATED ABOVE FOR ACCURACY AND COMPLETENESS.

DEVELOPMENT PLANS AND DRAINAGE REPORTS ARE APPROVED INITIALLY FOR ONE (1) YEAR, AFTER WHICH THEY AUTOMATICALLY BECOME VOID AND MUST BE UPDATED AND RE-APPROVED BY THE CITY ENGINEER BEFORE ANY CONSTRUCTION WILL BE PERMITTED.

THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE IMPROVEMENT PLANS, APPROVED BY THE CITY OF KANSAS CITY, AT THE PROJECT SITE. WHEN THE CONTRACTOR IS WORKING WITH CITY APPROVED PLANS AT THE SITE, THE CITY ENGINEER WILL GIVE FORTY-EIGHT (48) HOUR NOTICE TO THE CONTRACTOR. IF THE CONTRACTOR DOES NOT HAVE APPROVED PLANS ON-SITE WITHIN FORTY-EIGHT (48) HOURS, A PUBLIC IMPROVEMENT PERMIT FOR THE PROJECT WILL BE SUSPENDED AND NO WORK SHALL BE COMPLETED UNTIL A SET OF APPROVED PLANS IS DELIVERED TO THE SITE.

THE CONSTRUCTION OF THE IMPROVEMENTS SHOWN OR IMPLIED BY THESE PLANS SHALL NOT BE INITIATED, OR ANY PART THEREOF UNDERTAKEN, UNTR, THE CITY ENGINEER IS NOTIFIED OF SUCH INTENT, AND ALL REQUIRED PERMITS AND FEES, PROPERLY EXECUTED BONDS, AND CONTRACT AGREEMENTS ARE RECEIVED AND APPROVED BY THE CITY ENGINEER.

THE KANSAS CITY DESIGN AND CONSTRUCTION MANUAL SHALL GOVERN THE CONSTRUCTION OF ALL PUBLIC IMPROVEMENTS FOR THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH THE STANDARDS AND SPECIFICATIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL (MUTCD), LATEST EDITION.

WORK HOURS SHALL BE 8:00AM TO 6:00PM MONDAY - FRIDAY, WORK ON SATURDAY AND EXTENDED HOURS IS ALLOWED WHEN REQUESTED FORTY-EIGHT (48) HOURS IN ADVANCE AND APPROVED BY THE CITY ENGINEER. THE CONTRACTOR SHALL NOT WORK SUNDAYS OR HOLIDAYS OBSERVED BY THE CITY OF KANSAS CITY.

THE CONTRACTOR SHALL CONTACT THE CITY INSPECTOR AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE TO SCHEDULE A REQUIRED INSPECTION.