

BY	DATE

GENERAL NOTES

- All construction work and materials in this project shall comply with the Contract Special Provisions, City of Wichita Standard Specifications, or the specification identified for an individual item in the Recapitulation of Quantities.
- Each bidder shall visit the site of the project before submitting the proposal for this work so that he will be fully informed of the existing field conditions and the obstacles which might be encountered. Upon award of the contract the Contractor will not be granted any additional compensation with regards to time and money for conditions that may have been evaluated during any inspection of the site.
- All elevations shown are U.S.G.S. datum. (U.S.G.S. - 1187.4 = City datum)

- The field survey information shown on the drawings represents the existing topographic conditions at the time of the survey. Differences in the vertical and horizontal control between the original survey of existing conditions and that of the time of construction could result in the field adjustment of transition lengths at locations where the new construction is to match existing features and profile grades.
- The Contractor shall notify the Engineer of any discrepancies between conditions shown in the plans and actual field condition, prior to any construction or demolition activities.

- The Contractor shall distribute information to all affected and adjacent property owners as directed by the Engineer. The information shall include names and phone numbers of the Contractor's contacts, a description of the work to be done, and the time frame for doing the work. All costs for this work shall be subsidiary to "Clearing Right-of-Way". When specifically called for on the plans or in the proposal, the Owner will perform certain preliminary work and will complete the work in such sequence and manner that the Contractor will be able to begin his work at the specified time depicted by the project schedule.
- The Contractor shall notify the Engineer of least forty-eight (48) hours in advance of commencing work to coordinate the Engineer's project inspection schedule.

- The Contractor shall not start work on a particular task or area until a project inspector is assigned and present at the activity. Any work done without inspection will be uncovered for inspection.
- The Contractor shall be responsible for preserving property irons and section corners. The Contractor shall be required to re-establish any property irons which are damaged or destroyed by construction operations. Such irons shall be re-established by a licensed Land Surveyor in accordance with state laws. All costs for this work shall be subsidiary to "Site Restoration".

- The Contractor shall avoid removal or trimming of any trees or shrubs where possible. Where the Contractor believes the removal or trimming is unavoidable, he shall coordinate such work with the Engineer. Costs for tree/shrub removal and trimming regardless of size shall be considered subsidiary to "Clearing Right-of-Way".
- The debris created by removal, demolition or excess excavation which is to be wasted, shall become the property of the Contractor and shall be disposed of on sites provided by the Contractor. These sites shall be approved of by the Engineer as to suitability, appearance, and site location. Locations that, in the opinion of the Engineer, 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 will require a Kansas State Board of Agriculture permit and local flood plain development permit from regulating city or county, as appropriate. 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 may require archeological investigations unless buried in a previously approved disposal location. All costs for this work shall be subsidiary to "Clearing Right-of-Way".

- The Contractor shall bid "Clearing Right-of-Way" as a lump sum item, which shall be considered full compensation for removing storm water sewer pipe, inlets, manholes, curb & gutter, bridges, retaining walls, and other miscellaneous items noted in the tabulation of removal items. All as deemed necessary to be removed by the Engineer, and other miscellaneous items marked for removal but not listed as a bid item. The tabulation of removal items may not be complete. Payment for structures or obstructions not listed but whose removal is required by the construction, as determined by the Engineer, shall not be paid for directly, but shall be included in the Lump Sum bid item "Clearing Right of Way".
- The Contractor shall restore all ditches, swales, road shoulders, entrances, and bank lines to their original slopes and grades except as shown otherwise. All costs for this work shall be subsidiary to "Site Restoration".
- The contractor shall clean silt and debris from all drainage structures on the project or as directed by the Engineer. This work shall be subsidiary to "Site Restoration".
- Some items listed here refer to the Alternates.
- Ground improvement is estimated to be necessary along most of the Bin-wall/T-wall, TNSF wall, and embankment length in order for the walls and track design guidelines and performance criteria to be met. The Contractor will be responsible for design and installing the necessary Ground Improvement to meet the requirements of the plans and specifications. All work associated with this shall be paid for as "Ground Improvement".

- The Contractor shall protect monitoring wells along the project. If a monitoring well will be disturbed or needs to be abandoned, the Contractor shall contact the Kansas Department of Health and Environment.
- The Contractor shall maintain a neat appearance of the work zone.
- Utility service lines, poles, boxes, meters, etc. will be adjusted by others prior to construction, unless the plans specifically call for their adjustment by the Contractor or the utility owner during construction.

- Information shown on the plans concerning type and location of underground or above ground utilities represent the best information obtainable for design and are not guaranteed to be accurate or all inclusive. Location information has been obtained from the various utility companies and is either from company record drawings or company provided field locations. The Contractor is responsible for making determination as to type and location of underground and overhead utilities as may be necessary to avoid damage thereto. The Contractor shall verify location of underground utilities by prospecting in advance of construction. It shall be the Contractor's responsibility to coordinate with the utility owner to locate and flag all underground utilities prior to excavation to avoid damaging the utilities.
- The Contractor will be required to provide a minimum advance notice of forty-eight (48) hours to utility companies prior to starting any excavation as follows:
316-687-2470 or 1-800-344-7483
Kansas One-Call

The Contractor must notify the following in case of an emergency:
Cox Communications 316-262-0661
Wester - Gas Division 316-832-3169
Wester - Electric Division 316-383-8600
Aquila Network 1-800-527-0357
Southwestern Bell Telephone Co. 1-800-870-8330
City of Wichita Water Department 316-268-4940
City of Wichita Sewer Maintenance 316-268-4940

- The Contractor shall arrange for a representative of the utility companies to be present if the Contractor's operations are in close proximity to any utilities which in their existing location or relocated position could create a hazardous condition. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
- The Contractor bears full responsibility for excavation work in the vicinity of utilities. All damage to existing structures, utilities systems caused by any person, vehicle, equipment, or tool related to the execution of the contract shall be repaired immediately by the Contractor at no expense to the Owner.
- Kansas One Call does not locate railroad utilities. The Contractor shall coordinate with BNSF & UPRR Construction Engineer to locate railroad utilities.

- When crossing or occupying BNSF railroad property, the Contractor shall conform to the BNSF utility accommodation policy. This policy can be obtained through the Internet or through BNSF Engineering Services. The addresses are listed below:
Internet: <http://www.bnsf.com/business/restoestate/html/2001utility.pdf>
BNSF Engineering Services
4515 Kansas Ave.
Kansas City, KS 66106
- All lawn/turf areas disturbed by construction of the proposed improvements shall be restored with the same grass/seed as existing. Restoration of disturbed areas shall include, but not be limited to, top soil preparation, seeding, mulch, and/or reseeding. All seeding/sodding work shall be in accordance with the City of Wichita Standard Specifications and the City of Wichita Administrative Regulation No. AR-78 which governs cleanup and restoration or replacement following construction. All costs for this work shall be subsidiary to "Site Restoration".
- The Contractor shall seed all areas disturbed by construction activities with temporary ryegrass. Ryegrass seed shall be planted at a minimum rate of five (5) pounds per one thousand (1,000) square feet. This temporary seeding may be omitted only if other seeding is required in accordance with General Note No. 26. Temporary seeding or permanent seeding/sodding shall be applied within fourteen (14) days after the area has been disturbed.

- The Contractor shall use the City of Wichita's best management practices (BMP's) to prevent eroded soil from entering private property ditches, storm sewers, or any other drainage feature. The City of Wichita standard details for soil erosion BMP's are a part of this set of plans and are intended to provide guidelines as to what type of soil erosion protection will be installed during the construction process. The Contractor shall bid the project accordingly. BMP's shall be maintained during the construction process by the Contractor. The Contractor shall immediately repair or replace any soil erosion BMP's damaged or destroyed during the construction process. All costs associated with this work shall be subsidiary to "Site Restoration".
- BNSF Standard Specification will apply to all track work on the Wichita Central Corridor EXCEPT the UPRR track work North of 17th Street and East of the Central Corridor where the Union Pacific Railroad Specification will apply.

- The Contractor shall be responsible for coordinating work with the Engineer, BNSF Railway, UP Railroad, and Wichita Terminal Association.
- The Contractor shall give the Engineer, all railroads, and property owners and/or tenants of developed property directly adjoining the construction of this project a minimum of ten (10) days advance notice prior to start of construction adjacent to their property.

- The Contractor shall give the Engineer, seventy-two (72) hours advanced notice of all construction activities on BNSF UP & WTA/UPRR Right-of-Way and 45 days advanced notice for commencement of work requiring BNSF, UPRR & WTA/UPRR railroad forces.
- The safety and continuity of operations for BNSF UP & WTA/UPRR traffic shall be maintained at all times. The Contractor and his subcontractors shall perform the work for the Project accordingly. Whenever the work for the Project may affect the safety of the Trains, the method of doing such work shall be submitted in writing to the Engineer for their written approval, which must be obtained prior to commencing or proceeding the work.

- The Engineer shall be responsible for coordinating track time and flaggers for the Contractor with the following BNSF, UP & WTA/UPRR personnel as requested by the Contractor or as needed:
BNSF Roadmaster UPRR Roadmaster WTA & WUT
Mr. Michael L. Benjamin Mr. Bill Thomson Mr. Danny Miller
Manager of Ind. and Public Proj. Manager Public Projects General Manager/Superint.
6455 E. Commerce Ave., Suite 200 4515 Kansas Avenue 1537 Borwiese Street
Kansas City, MO 64120 Kansas City, KS 66106 Wichita, KS 67214
Tel: 816-245-2774 Tel: 913-551-4494 Tel: 316-262-0441
Cell: 316-215-1748 Cell: 316-651-7470 Tel: 316-262-0441

- Name and telephone number of railroad personnel for this project are:
UPRR BNSF WTA & WUT
Mr. Michael L. Benjamin Mr. Bill Thomson Mr. Danny Miller
Manager of Ind. and Public Proj. Manager Public Projects General Manager/Superint.
6455 E. Commerce Ave., Suite 200 4515 Kansas Avenue 1537 Borwiese Street
Kansas City, MO 64120 Kansas City, KS 66106 Wichita, KS 67214
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- Embankment quantities required for the work are calculated based on neat lines of the final cross sections. Excavated material not considered suitable for use as backfill or embankment shall be wasted off site. All embankment quantities are anticipated to be from an approved borrow site provided by the Contractor. Reuse of excavated materials in the embankment will only be permitted if the Contractor provides tests verifying the materials proposed for reuse meet the requirements for compacted granular fill. Embankment materials shall consist of compacted granular fill with a minimum effective internal friction angle of 32 degrees when tested by the standard direct shear test AASHTO T-236 utilizing a sample of the material compacted to 100% of maximum laboratory dry density of optimum moisture content. For all embankment materials placed on the project, except for the UPRR track construction work between 17th and 21st Streets, the moisture content of the fill at the time of placement and compaction shall be within the range of 3% below to 3% above the optimum moisture content value determined by the Standard Proctor test (ASTM D-698). Embankment shall be compacted to at least 100% of the material's maximum Standard Proctor dry density (ASTM D-698). Embankment materials shall be free of organic material, debris, and less than 10% by weight shall pass the No. 200 sieve. The fill shall be placed and compacted in lifts of 8 inches or less in loose thickness. Where the existing embankment is left in place, new embankment shall be stir-stepped into the existing embankment. The Contractor is responsible for furnishing and placing compacted granular fill that meets the design and performance requirements of the project. Payment for embankment shall be based on plan quantities. No additional payment will be authorized unless the Engineer approves embankment beyond the plan limits. Backfill for Bin Walls or T-walls and Temporary MSE walls within a zone equal to 0.8 times the wall height as shown on the plans shall be paid for with the wall costs and not included in the embankment quantities, regardless of the final constructed width of the walls.

- Embankment materials placed for the UPRR track construction work between 17th and 21st Streets shall meet the requirements for compacted granular fill, except all fill material placed shall be compacted to a firm and unyielding condition and to a minimum of 95% of the material's maximum dry density as determined by ASTM D-1557. Embankment fill shall be placed in the work of a moisture content that is within a range of 3% below to 2% above the optimum moisture content as determined by ASTM D-1557. If nuclear methods are to be used for compaction control, then embankment fill shall be placed and compacted to an average density of not less than 96% of the maximum dry density as determined by ASTM D-1557 with no single test result less than 92%. All fill within 100 feet of bridge abuts and 20 feet from outside edges of culverts shall be compacted to no less than 100% of the maximum dry density as determined by ASTM D-1557.

- Subballast on the UPRR Main shall be fine-grained impervious aggregate to UPRR specifications.
- The Contractor shall perform ballast dumping, surfacing and track laying. All material east shall include transportation, BNSF and/or UPRR forces will be constructing the switches out of the existing BNSF & UPRR tracks, make all tie-ins, will sewer all tracks to be de-activated as indicated in the plans, and deliver ballast material. The Contractor shall be responsible for clearing, grading, sub ballast, picking ballast, furnishing track material, all transportation of track material, track construction, rail, ties, and other track material removal.
- After construction is completed, the Contractor shall remove all excess track material including switches, ties, rail, spikes, plates, bolts and joint bars from the project site. All railroad signs shall be replaced after construction is completed. Cost for this work will be subsidiary to "Site Restoration".

- The installation of ballast ties and rail shall conform to the railroad standards. Copy of railroad standards can be obtained from:
UPRR BNSF WTA & WUT
Mr. Dave Schulte Mr. Bill Thomson Mr. Danny Miller
Sr. Manager of Spec. Proj. Design Manager Public Projects General Manager/Superint.
1416 Dodge Street, Room 1030 4515 Kansas Avenue 1537 Borwiese Street
Omaha, NE 68179 Kansas City, KS 66106 Wichita, KS 67214
Tel: 402-271-2282 Tel: 913-551-4494 Tel: 316-262-0441

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KANSAS	472-8401	2005	5

- The profile grade is of top of rail, in super elevation the profile grade is low rail.
- All Main No. 1 & Main No. 2 track and switches will be new 136# CWR materials. All new rail for UPRR mainline tracks will be 136# HH CWR. The museum and WTA track material, rail, plates, switches will be provided from second hand material from within the project limits. The Contractor will be required to completely re-tie all relocated switches.

- Ballast will be furnished to the site by the BNSF & UP for use on the temporary track, WTA, Museum Track and Mains in ballast cars. The Contractor shall unload and place the ballast. The Contractor shall dem, close and lock the doors and release the ballast cars to the Engineer within two (2) days of delivery to the Contractor. Motive power for the ballast cars will be provided by BNSF or UPRR.

- The Contractor shall supply a waterproof container or trailer for storage of weld kits, supplies and any other material which requires protection from the weather.
- All track material shall be furnished by the Contractor (cost shall include transportation), ties shall not be delivered pre-placed. Tracks shall be constructed at 24 ties per 39 ft. rail length, spiking in accordance with the BNSF Standards and/or the UPRR Standards (available from contact list in Note 41) as appropriate. The construction shall be 136 lb. Continuous Welded Rail (CWR) with a height of 79/16" and a base of 6" for all new rail on the Temporary Track, Mainlines 1 & 2 and 136 lb. HH CWR on the UPRR connection, WTA and Museum track shall be constructed with 112/115 lb. Second Hand 5 5/16" base rail (Jointed and CWR that will be salvaged from within the project).

- It is the intent to construct the track with 8' of ballast under the ties on Mainlines 1 & 2, 12' of ballast under the ties in the UPRR Connection, North of 17th Street, and 6' of ballast under the ties on the WTA and Museum track. Some areas may have slightly more or less ballast depending on the Super elevation of the track. In all cases, the proposed top-of-rail profile will be followed for final top-of-rail elevation.

- The maximum allowed additional raise by ballast is 4". For the Contractor to make any raise over 4" of the rail, ties and ballast must be removed and the grade change made with new embankment.

- With the exception of bonded joint plugs, rail less than 19'-6" shall not be installed in the track. Welds installed by the Contractor shall be labelled on the field side with welder's initials and date of the weld.

- It is the Contractor's responsibility to install temporary details per BNSF / UPRR safety requirements to protect the main track and streets from cars stored on the temporary track during construction.

- Track work shall be accomplished with modern production equipment. The tamper shall be a Jackson 6700 or approved equivalent with squeezing and vibrating heads a laser liner and related equipment. The Contractor is expected to have equipment capable of handling Continuous Welded Rail track construction.

- Flogging will be provided through force account and paid directly by the City.

- The Contractor shall minimize the road closure time of Central, Murdock, 13th Street, and 17th Street and be restricted to temporary closures as approved by the Engineer.
- Areas without cut will be backfilled and graded smooth for track construction. Areas of cut will be cut to grade. If over-excavated or in fill, compaction to BNSF & UP standards will be required.

- Stationing for the project shall be based off of existing Main Track #2 of North end of Second Street Bridge, inside face of backwall = Station 11195+65.86. Each cross street Stationing is set at 50+00 where it intersects Main Track #2. Santa Fe will be stationed from Main Track #2, except where noted.

- The Contractor shall provide the following minimum construction clearances, vertical clearance of 21 feet above the top of rail and horizontal clearance of 12 feet, measured at a right angle from center-line, from all active tracks.

- The Asphaltic Concrete Pavement between the Combined Curb and Gutter shall be paid as square yards of "7" Asphaltic Concrete w/ (5" Bituminous Base)",
- A Track Coat of emulsified asphalt (SC-1H or CSS-1H) shall be applied of an approximate rate of 0.05 gallons per square yard between each lift of asphaltic material.
- Bituminous Base and Asphaltic Concrete Wearing Surface 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 one (1) foot from joints in preceding lifts and placed so that a joint will be constructed on the centerline of the top lift.
- The Contractor to bid only one subgrade treatment alternate when alternates are provided in the proposal and contract. The alternate chosen by the successful bidder shall be used in constructing this project.

This sheet designed by:



ARCHITECTS ENGINEERS PLANNERS

SHEET NO.	OF	SCALE	APPD.
DESIGNED	REP	DETAILED	AMD
CHKD	RSB	DATE	QUANTITIES
DESIGN GR.	NSB	DATE	QUANT.
			TRACED
			FRAME GR.

CITY OF WICHITA
WICHITA CENTRAL CORRIDOR
GENERAL NOTES