

GENERAL NOTES

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	54-87 K-8258-09	2005	44	54

DATE	BY	REFERENCE NOTED	REFERENCE CHECKED

- 1) The Contractor shall provide access to all entrances during construction whenever possible. Temporary Surfacing (gravel) shall be provided and placed as directed by the Engineer.
- 2) The Contractor shall provide information on street and lane closures to coordinate traffic control phasing and detours with City Traffic Personnel. Exclusive traffic turn signal lights shall be covered when turning movements are prohibited.
- 3) The Contractor shall request, in writing, approval of all non-emergency activities which will affect traffic a minimum of two weeks in advance. The Contractor must receive written approval from the Engineer a minimum of 1 week prior to beginning traffic related activities.
- 4) The Contractor shall coordinate his traffic control with other Construction and Maintenance projects within the area.
- 5) For traffic control standards and additional general notes, see KDOT Traffic Control Standards included in the plans.
- 6) Removal and construction of drainage structures, pipes/culverts, guard fence, retaining walls, etc...shall be completed as required based on the Sequence of Construction.
- 7) All grading, pipes, connections, labor and incidentals required for temporary drainage during construction shall be subsidiary to other items. All existing or temporary drainage pipes which must remain in place shall be plugged and filled with flowable fill at the Contractor's expense. All temporary drainage pipes removed shall be salvaged and stored on the project as directed by the Engineer for pickup by City forces.
- 8) The Contractor shall be responsible for repair and maintenance of the roadway, safety barrier, permanent guard fence, attenuators, signs and all other incidentals necessary for the maintenance of traffic during construction.
- 9) Signing, traffic signals, safety barrier, drums, pavement markings, and any other items necessary for the upcoming traffic shift shall be in place at the completion of the present stage, with approval by the Engineer.
- 10) Pavement marking shall be used along all reflectorized drum locations.
- 11) Any existing signs which are in conflict with the signs for the upcoming stage need to be removed or covered prior to the traffic switch. Removal, covering, & relocation of signs and adjustment of legends on existing signs shall be subsidiary to other items.
- 12) Permanent signs shall be installed as early as possible. Any permanent signs which are in conflict with subsequent traffic control phases shall be covered as determined by the Engineer, as noted in (11) above.

- 13) Existing signs and intersection controls not shown on the traffic control plans shall remain in place.
- 14) The Engineer will review usage and placement of the "Portable Changeable Message Sign (Disc matrix). One sign shall be available for the duration of the project.
- 15) Flaggers shall be used as required throughout the project. A Flag-person (Ahead or 500') sign shall be used only when a flagger is present. At other times the sign shall be covered. Flaggers shall comply with the "Handbook for Flagger's State of Kansas" (Latest Edition).
- 16) All traffic control devices shall be fabricated and installed in accordance with the M.U.T.C.D. and KDOT. The Engineer shall review the final location of all traffic control devices.
- 17) Any cold milling required for traffic control construction shall be subsidiary to other items.
- 18) For vertical drop-offs along the traveled edge of an overlay greater than 75 mm left over night, a 3:1 or flatter slope shall be provided. For pavement edges that traffic will cross, the Contractor shall feather the asphalt overlay at the beginning and end of the overlay section. "Uneven Lanes" signs (W8-11) with auxiliary "Uneven Surface" and "Shoulder Drop-Off" signs (W8-9a) shall be used as directed by the Engineer. Overlay operations shall be scheduled to limit the length of drop-off and period of exposure.
- 19) The approach end of concrete safety barrier and other obstructions shall be protected by an "Inertial Barrier System". Design speed (V) shall be based on posted speeds prior to construction.
- 20) Temporary Concrete Safety Barrier and Inertial Barrier Systems shall be placed, as required, to limit the length of exposure due to drop-offs and other obstructions.
- 21) All earthwork and temporary asphalt pads required for the installation and removal of Concrete Safety Barrier and Inertial Barrier Systems shall be subsidiary to other items.
- 22) All temporary CSB and Inertial Barrier systems shall become the property of the Contractor at the completion of the project.
- 23) All street closings shall be fully barricaded to stop traffic from using the street. Refer to TE704SI.
- 24) Prior to opening the new Armour Frontage Road and the new section of the North Frontage road to traffic :
 - A. The existing R1-1 "Stop sign" at the intersection of the existing frontage road shall be relocated to the new intersection.
 - B. Paint used for Temporary Pavement Markings shall comply with the Special Provision No. 90M-0084-R6.
 - C. Markings on the Armour Frontage Road shall be 150 mm yellow lane line at the center of the road and a 600 mm stop bar at both intersections.
 - D. Markings on the North Frontage Road shall be 150 mm broken white lane line at the center of the road. Payment for relocating the sign and the pavement markings shall be in the Bid Item "Traffic Control".

Drawn by: _____
 File: _____
 Plotted: _____
 SCALE

3				
2				
1				
NO.	DATE	REVISIONS	BY	APP'D.

KANSAS DEPARTMENT OF TRANSPORTATION
 GENERAL NOTES
 TRAFFIC CONTROL

