

GENERAL NOTES

1. In recognition of the Storm Water Pollution Prevention Plan (SWPPP), Contractor shall conduct all construction operations such that less than ten (10) acres of soil are disturbed and remain unrestored at any one time. Strip and stockpile top 6" of topsoil, over-cut excavations 6", and spread 6" of reclaimed topsoil over all areas to be permanently seeded or sodded (subsidiary to earthwork). Provide soil stabilization for disturbed areas where construction is not expected to resume within 14 calendar days. Provide the sedimentation basins and storm water treatment, sampling, testing and reporting required by 40 Code of Federal Regulations (CFR) 450, including any design, temporary construction easements, and permits necessary. Temporary sedimentation basins will not be permitted at any locations beneath permanent paving, retaining walls or other structures without approval of the Engineer, and unless all foundations are completely restored before construction proceeds.

2. Contractor shall coordinate construction with private utility adjustments.

3. Contractor shall submit a detailed plan and schedule as required by the Specifications, and may submit an alternative sequencing plan, subject to approval of the Engineer.

4. Contractor shall construct all temporary pavement necessary to divert traffic from existing roads to the new construction and back again, and maintain all traffic during construction. Where temporary pavement abuts new pavement, temporarily omit curb & gutter. The contract unit price for Temporary Pavement (10') shall include all costs associated with the temporary pavement including temporary culverts, grading, base course, paving, maintenance, removal and disposal. Temporary paving may be concrete or asphalt, but Contractor shall be responsible for maintenance and repair of the temporary paving throughout construction. As project nears completion, temporary paving is to be removed except where the new construction ties into existing pavement.

5. Contractor shall temporarily pave 143rd and 159th Streets between the frontage roads as necessary to maintain traffic and coordinate construction. Traffic crossing at 143rd Street and 159th Street may be diverted using Temporary Surfacing Material while erecting bridge girders or where otherwise necessary for safety, but shall otherwise be routed directly through construction.

6. Contractor shall coordinate all temporary and permanent signage, traffic signals, lighting, and other electrical work with the construction sequence and traffic shift requirements.

7. Contractor shall notify the City at least 2 weeks in advance of major traffic shifts, and assist in development of press releases.

8. Contractor shall maintain access to all properties throughout construction, except as noted on the plans or approved by the Engineer.

9. ConocoPhillips Pipe Line Company, has prior rights to an easement along 127th Street, and all work in the vicinity of their gas pipeline must conform to their Encroachment Guidelines. Other utility companies may have similar restrictions that shall be verified prior to construction and incorporated into the project safety plan.

MAINTENANCE OF TRAFFIC: DESIGN GUIDELINES

	MAINLINE	FRONTAGE ROADS	SIDE ROADS	K-96 RAMPS	REMARKS
Design AADT	31,100	31,100			2010 AADT
Minimum Number of Lanes	4	4	2	1	Frontage Roads, 2 lanes EB, 2 lanes WB
Maximum Number of Lanes	6	6	4	1	Side Roads - match existing
Minimum Lane Width (ft.)	11	11	10	12	
Desired Lane Width (ft.)	12	12	12	16	
Design Speed	40	40	25	25	
Min. Horiz. Curve Radius	See AASHTO Geometric Design of Highways and Streets 2004; Exhibit 3-16, Page 151				
Clearzone (ft.)	10	8	6	10	For lesser zones, post and/or reduce speed
Minimum Roadway Width	52'	28'	24'	16'	
Driving Lanes	4 @ 11'	2 @ 12'	2 @ 11'	1 @ 12'	
Median	4'	N/A	N/A	N/A	
Shoulders					
Paved	2 @ 2'	2 @ 2'	2 @ 2'	2 @ 2'	
Median Turf	2'	N/A	N/A	2'	
Outside Turf	2' to 8'	2' to 6'	2'	8'	
Manual on Uniform Traffic Control Devices (MUTCD) compliance is mandatory.					
Edge drop-off protection is required (Use of Concrete Barrier, Channelizing devices, or slope at 3:1)					
Minimum clearance to barrier/channelizing devices as measured from edge of lane to face of barrier/channelizing device:					
- 1' on drivers side					
- 2' on passenger side					

It is anticipated that 143rd Street and the north end of 159th Street will tie into improved roadway sections at the time of construction.