FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	54-87 K-4445-01	1996	60	73

GENERAL NOTES

1) Kellogg shall have a minimum of 2 through traffic lanes in each direction during all Phases of construction except one lane in each direction may be used during non-peak hours (7:00 PM to 5:30 AM) with the approval of the Engineer.

2) To remain open during construction:

a. Kellogg
b. Oliver
c. Edgemoor

3) Oliver shall have a minimum of two lanes of traffic in each direction during Phases 1, 2, & 4, except one lane of traffic may be used during non-peak hours (7:00 PM to 5:30 AM), with approval of the Engineer.

4) Oliver shall have a minimum of one lane of traffic open in each direction during the construction of the Oliver Bridge (Phase 3).

5) 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.

6) Situations may arise which will preclude adhering to the original sequence or which, in the opinion of the Contractor, would adopt themselves to a more efficient staging operation. Should this occur, the Contractor shall submit an alternative plan to the Engineer for approval.

7) Items of work as shown on the Critical Path are included in the stage within which they are required to be completed. This work may begin or end in an earlier stage.

8) 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.

9) The Contractor shall request, in writing, approval of all non-emergency activities which will affect traffic a minimum of three weeks in advance. The Contractor must receive written approval from the Engineer a minimum of 2 weeks prior to beginning traffic related activities.

10) The Contractor shall coordinate his traffic control with other Construction and Maintenance projects within the area.

11) For traffic control standards and additional general notes, see KDOT Traffic Control Standards included in the plans.

12) Removal and construction of drainage structures, pipes/culverts, guard fence, retaining walls, etc... shall be completed as required based on the Sequence of Construction.

13) All grading, pipes, connections, labor and incidentials 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 shall be salvaged and stored on the project as directed by the Engineer for pickup by City forces.

14) 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.

15) 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.

16) Type II Removable Pavement Markings shall be used on all newly constructed pavements and existing pavement that will require subsequent pavement marking changes. Type I shall be used at all other locations. Any temporary pavement markings which are in conflict with the markings for the upcoming stage need to be removed prior to the traffic switch.

17) Pavement marking shall be used along all reflectorized drum locations.

18) Omitted

19) 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.

20) 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 (19) above.

21) Existing signs and intersection controls not shown on the traffic control plans shall remain in place.

22) All construction warning signs shall include a Type "B" High Intensity warning light.

23) The Engineer will review usage and placement of the "Portable Changeable Message Sign (Disc matrix)".

24) 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 Flaggers" State of Kansas (Latest Edition).

25) 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.

26) The Contractor shall install lighting, signalling and any other miscellaneous conduits prior to constructing pavement.

27) The Contractor, with the approval of the Engineer, shall provide a minimum lighting of 1 foot-candle average maintained with an average to minimum uniformity of 3:1 or better for mainline and detour traffic throught construction. Temporary lighting will be paid for all the contract lump sum price bid, which shall include all labor, material, & equipment, incidentals necessary to complete and maintain this work.

28) The final limits of temporary grading and asphalt in areas of temporary ramps and crossovers shall be approved by the Engineer prior to construction.

29) Any coldmilling required for traffic control construction shall be subsidiary to other items.

30) For vertical drop-offs along the traveled edge of an overlay greater than 3" 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 surface signs (W8-9b with auxiliary "Uneven Surface") and low shoulder signs (W8-9) shall be used as directed by the Engineer. Overlay operations shall be scheduled to limit the length of drop-off and period of exposure.

31) 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. See Inertial Barrier System Details.

32) Temporary Concrete Safety Barrier and Inertial Barrier Systems shall be placed, as required, to limit the length of exposure due to dropoffs and other obstructions.

33) An additional 2 feet of pavement is required on the non-traffic side of the Temporary Type I CSB. Where this requirement is not met, a dowelled Type IV Temporary CSB is required. See Concrete Safety Barrier details.

34) All earthwork and temporary asphalt pads required for the installation and removal of Concrete Safety Barrier and Inertial Barrier Systems shall be subsidiary to the bid item "Temporary Concrete Safety Barrier."

35) All temporary CSB and Inertial Barrier systems shall become the property of the Contractor at the completion of the project.

36) The existing permanent pavement marking at the intersection of Lincoln and Broadview will be partly removed due to construction activities and temporary traffic control. It shall be the responsibility of the Contractor to replace the pavement markings with a paint approved by the City of Wichita Traffic Department. Cost for furnishing and placing the pavement markings, including labor, tools, equipment and incidentals, shall be included in the "Lump Sum" bid price for "Traffic Control".

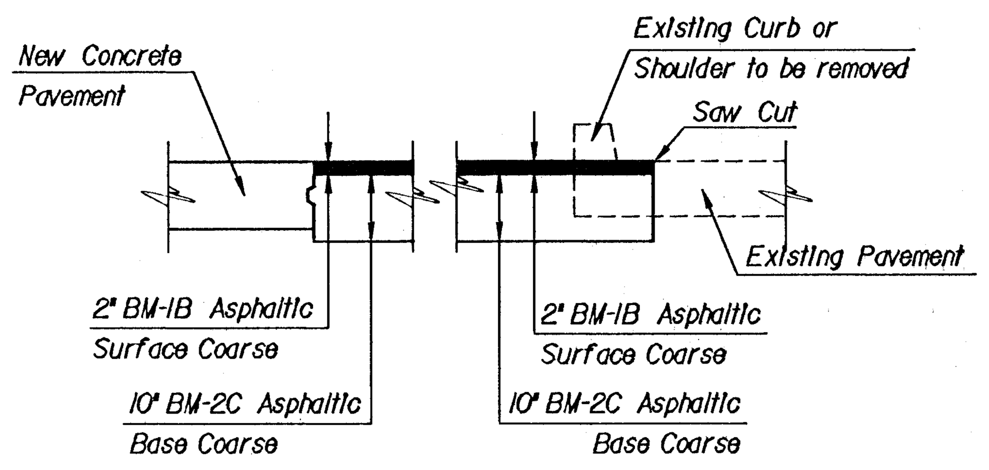
LEGEND

TYPICAL SECTIONS:

P.C. CONCRETE PAVEMENT
ASPHALT SURFACE COURSE
ASPHALT BASE COURSE
CONCRETE SAFETY BARRIER (CSB) (as shown)
REFLECTORIZED DRUM
TRAFFIC LANE

PLAN SHEETS:

NEW CONSTRUCTION
DETOUR CONSTRUCTION
CONCRETE SAFETY BARRIER (CSB), TYPE I OR TYPE IV (TEMPORARY)
TYPE III BARRICADE
TRAFFIC LANE
INERTIAL BARRIER SYSTEM (IBS)
REFERENCE NUMBER
REFLECTORIZED DRUM
TYPE B HIGH INTENSITY WARNING LIGHT
RELOCATED SIGNS
SIGNALIZED INTERSECTION



All Embankment for Detour construction shall be compacted (Type B) (MR-5). Detour embankment in places of future final pavement, as shown in these plans, shall have the top 18" compacted as (Type AA) (MR-0).

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

CITY OF WICHITA

SEQUENCE OF CONSTRUCTION GENERAL NOTES AND LEGENDS

SHEET NO. OF	SCALE	APP'D	
DESIGNED	DETAILED JAS	QUANTITIES	TRACED CAB
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK.

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS

Design Filename: I:\15690\phase1\detail\ph1seqco.dgn
Plotted on: 01-JUL-1996 Settings File: NONE
Plot Scale: 100.000000:1.000000
Pen Table: I:\15690\phase1\pentable\koseqcon.pen lmorris