



LEGEND

[Light Gray Box]	Temporary Pavement
[Medium Gray Box]	Phase 1 - Waterline
[Dark Gray Box]	Phase 2A - SB West Street
[Cross-hatched Box]	Phase 2B - NB West Street
[Dark Gray Box]	Phase 3A - WB Pawnee/NB SW Blvd.
[Medium Gray Box]	Phase 3B - NW Quadrant Intersection/WB SW Blvd.
[Dark Gray Box]	Phase 4A - EB Pawnee
[Dark Gray Box]	Phase 4B - SW Quadrant Intersection
[Dark Gray Box]	Phase 5 - Pawnee Medians

GENERAL NOTES

- The construction phasing indicates major items of work and a general sequence of construction. It does not include all items of work. Certain situations may arise which preclude adhering to the original Construction Phasing. Should this occur, the Contractor may submit to the Engineer an alternate plan for approval.
- All traffic control shall conform to the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD).
- Speed limit in the work zones shall remain the same prior to construction unless otherwise noted on the plans or at the discretion of the Engineer.
- All existing signs in conflict with the traffic control or the final lane configuration shall be covered or removed and either reset or stored on site for retrieval by the Owner as directed by the Engineer. Existing signs necessary for traffic during construction shall be adjusted (and later reset), as necessary, as directed by the Engineer.
- Pavement markings conflicting with the traffic control shall be either removed or covered with an approved removable tape during construction. Temporary pavement markings shall be Type I Temporary Pavement Marking Tape. The Contractor shall maintain all temporary pavement markings throughout their intended service life.
- As work is complete, the Contractor shall install permanent signing and pavement markings as in the pavement marking and signing plans or as directed by the Engineer.
- The Contractor is to build a temporary 3:1 slope along the centerline through the construction area at the end of each work day.
- The Contractor shall close sideroads as needed to complete the work necessary through the intersection. All sideroad closures shall be approved by the Engineer prior to the closure. No two consecutive sideroads shall be closed at the same time.
- The Contractor will be required to provide access to property owners or occupants during construction. The Contractor shall provide seven (7) days notice to property owners and occupants before beginning improvements in the vicinity of their property.
- The Contractor shall only close drives/entrances to businesses and residences during the time improvements are being made in the vicinity of the property.
- The Contractor shall work with adjacent businesses and residents to maintain access as long as possible in advance of the work area and restore access as soon as possible after the construction is completed in the area.
- The Contractor shall notify all property owners or business owners of any significant traffic changes during construction a minimum of seven (7) days in advance of traffic changing.
- At no time shall the Contractor have Rita Street and Jewell Street closed at the same time. Only one (1) street shall be closed at a time to allow full access to trucks and deliveries.
- At no time shall the Contractor have May Avenue and Dora Avenue closed at the same time. Only one (1) street shall be closed at a time to allow full access to trucks and deliveries.
- The Contractor shall notify the Unified School District (USD Number (USD 259 Wichita), First Student, Inc) at least five (5) working days in advance of all road closures and traffic control changes through the duration of the project.
- A proposed Cell tower will be constructed on the property at 3800 W. Pawnee Ave. The Contractor shall provide access to the tower from the northbound lanes of Southwest Boulevard while the tower is being constructed and after construction of the tower at approximately Sta. 207+00.00.
- On the property at 3919 W. Pawnee Avenue, the temporary construction easement is effective for one year from the initial date it is first used. All work on that property must be completed within that one-year period. Once the contractor knows the date in which they plan to start using the temporary easement property owner needs to be notified of the date.

RAILROAD COORDINATION GENERAL NOTES

The Contractor is made aware that he will be working in close proximity of the active K&O railroad tracks. The Contractor shall coordinate all construction of this project within K&O Right-of-Way with Herb Lamkin - the K&O Manager of Track Maintenance, 316-215-4080.

The DOT number for the railroad crossing on Pawnee Avenue is 445178E.

The Contractor will be required to coordinate with Craig Smith - K&O/CDL Supervisor of Signal Maintenance, 620-351-1190 regarding crossing signal improvements.

The Contractor shall contact the Craig Smith prior to any excavation that may impact underground signal lines (not located during typical B11 calls) within the railroad right-of-way.

The Contractor is placed on notice that fiber optic, communication and other cable lines and systems (collectively the "Lines") owned by various telecommunications or utility companies may be buried on K&O's property or right-of-way. The Contractor must contact appropriate personnel to have the Lines located and make arrangements with the owner of the Lines regarding protective measures that must be followed prior to the commencement of any work on K&O's property. The Contractor will be responsible for contacting the K&O and notifying them of any work that may damage these Lines or facilities and/or interfere with their service. The Contractor must also mark all Lines in order to verify their locations. The Contractor must also use all reasonable methods when working in the K&O right-of-way or on K&O property to determine if any other Lines (fiber optic, cable, communication or otherwise) may exist.

The Contractor shall comply with all K&O Railroad special provisions and shall obtain a Right of Entry Agreement ("ROE") with the K&O through Justin Mahr (Justing.mahr@wato.com) prior to any construction work occurring inside of the railroad right-of-way.

It will be the responsibility of the Contractor to have the City of Wichita surveyors set solid benchmarks around the crossing and to have the top of rail elevations shot prior to the railroad starting construction. The Contractor will also be responsible in keeping the stakes and re-staking if one is destroyed during construction. The railroad crossing is to remain at the current elevation with no changes with the improvements.

The K&O shall do all work necessary to upgrade the railroad crossing at Pawnee Avenue. This work shall include but not limited to the installation of new flashing light signals with crossing gate arms, new surface crossing panels, new signal housing, and the installation of all new equipment and wiring needed to sufficiently run the signals. The railroad crossing is to remain at the current elevation with no changes with the improvements.

The Contractor is to complete all necessary earthwork, waterline and storm sewer installations at the crossing prior to the K&O construction the crossing improvements.

The concrete railroad crossing panels must be in place prior to the railroad approach slabs being constructed.

The Pawnee Avenue at-grade railroad crossing shall be closed for 4 weeks to allow the K&O to complete the crossing improvements. The Contractor will be required to coordinate with the K&O on the timing of this closure in relation to the proposed roadway improvements Pawnee Avenue once the construction schedule is set. Once the closure begins the Contractor shall install Type III barricades completely across Pawnee Avenue at the at-grade railroad crossing east and west of the railroad crossing when crossing protection is removed by the K&O and install proposed traffic control and detour signing as shown in the plans. The type III barricades, proposed traffic control and detour signing should remain in place until crossing improvements are completed and temporary or new crossing protection is operational. The Contractor will be required to coordinate with the K&O signal department on Temporary Railroad Gates/Signals throughout construction. The at-grade railroad crossing protection must be maintained at all times. The Contractor will be required to give the K&O an initial 6-month advance notice from first day when Temporary Railroad Gates/Signals are needed to be installed on the project, with regular coordination from then up until the initial installation. During construction if the Temporary Railroad Gates/Signals need to be adjusted or modified from the initial placement positions, due to any construction phasing shifts that will affect the traffic crossing the tracks, the Contractor will be required to give the K&O a 30-day advance notice.

The Contractor will be prohibited from using Pawnee Avenue for any hauling operations during the time the railroad is making improvements to the crossing. Upon completion of the track/crossing improvements, the Contractor shall obtain a Right of Entry Agreement ("ROE") with the K&O through Justin Mahr (Justing.mahr@wato.com), if they do not have one already in place, to cross the new tracks with any material that might be hauled in and prior to any construction work occurring inside of the ROW. The Contractor is responsible for any damage done to the railroad immediately after the railroad constructs the new crossing and installs the equipment.

The Contractor is required to have a K&O railroad flagman or a K&O approved 3rd party flagman any time work is within twenty-five (25) feet of the tracks or when they are doing any work that might have the potential of fouling the track. The Contractor needs to give the K&O a 30-day advance notice prior to the day the flagger is needed. If the flagger is released of duty by the Contractor, a new 30-day advance notice will need to be submitted to the K&O.

- Phase 1 - Waterlines**
- Phase 1a construction shall close the far east lane on north bound West Street from existing Southwest Blvd to the tie in just south of Harry Street. Major items of work include waterlines.
- Phase 2 - West Street**
- Phase 2a construction shall close the south bound lanes of West Street from existing Southwest Blvd to the tie in just south of Harry Street. Head to head traffic shall be maintained through construction on the existing northbound lanes of West Street. Major items of work include but are not limited to asphalt pavement, concrete pavement, curb and gutter, sidewalk construction, storm sewer, pavement marking and signing, ITS conduit installation, grading, and seeding.
- Phase 2b construction shall close the north bound lanes of West Street from existing Southwest Blvd to the tie in just south of Harry Street. Head to head traffic shall be maintained through construction on the new south bound lanes of West Street. Major items of work include but are not limited to asphalt pavement, concrete pavement, curb and gutter, sidewalk construction, driveway construction, storm sewer, ITS conduit installation, grading, and seeding.
- Phase 3a - WB Pawnee/NB SW Blvd.**
- Phase 3a construction shall construct the west bound half of Pawnee Avenue and the connection to Southwest Blvd. Major items of work include but are not limited to concrete pavement, curb and gutter, sidewalk construction, storm sewer, pavement marking and signing, temporary traffic signal installation, ITS conduit installation, grading, and seeding.
- Phase 3b - NW Quadrant Intersection/WB SW Blvd.**
- Phase 3b construction will build the NW quadrant of the West Street and Pawnee Avenue intersection and the WB Western connection to Southwest Blvd. Major items of work include but are not limited to asphalt pavement, concrete pavement, curb and gutter, sidewalk construction, driveway construction, storm sewer, temporary traffic signal installation, railroad crossing improvements, ITS conduit installation, grading, and seeding.
- Phase 4a - EB Pawnee**
- Phase 4a construction shall construct the remaining east bound half of Pawnee Avenue. Major items of work include but are not limited to concrete pavement, curb and gutter, sidewalk construction, storm sewer, pavement marking and signing, temporary traffic signal installation, ITS conduit installation, grading, and seeding.
- Phase 4b - SW Quadrant Intersection**
- Phase 4b construction will build the SW quadrant of the West Street and Pawnee Avenue intersection and the EB Western connection to Southwest Blvd. Phase 4b will also construct the median on West Street south of the intersection. Major items of work include but are not limited to asphalt pavement, concrete pavement, curb and gutter, sidewalk construction, driveway construction, storm sewer, temporary traffic signal installation, railroad crossing improvements, ITS conduit installation, grading, and seeding.
- Phase 5 - Medians**
- Phase 5 construction will build the remaining medians on Pawnee Avenue. Major items of work include but are not limited to median construction.

CONSULTANTS:

WEST STREET IMPROVEMENTS
 FROM PAWNEE TO HARRY



REVISIONS:	MARK	DATE	DESCRIPTION

PROJ NO: 87 N-0720-01
SCALE: 1"=300'
DATE: 9/25/2023
DESIGNED BY: CKC
DRAWN BY: LCV
CHECKED BY: MDB

SHEET TITLE:
CONSTRUCTION PHASING OVERVIEW PLAN