

GENERAL NOTES

THE SEQUENCE SHOWN IS INTENDED AS A GUIDE FOR MAJOR ITEMS ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF ALL MINOR ITEMS. VARIATIONS TO THE SEQUENCE SHOWN MAY BE USED AS APPROVED BY THE ENGINEER. REGARDLESS OF THE SEQUENCE USED, TRAFFIC HANDLING SHALL BE ESSENTIALLY IN ACCORDANCE WITH THAT SHOWN. PART OF THE WORK SHOWN FOR A SPECIFIC STAGE MAY BE ACCOMPLISHED IN OTHER STAGES. MAJOR WORK NOT CONSTRUCTED WITHIN THE INDICATED STAGE SHALL MEET WITH THE WRITTEN APPROVAL OF THE ENGINEER.

TEMPORARY STRIPING SHOWN ON NEW ROADWAYS BEING USED TO CARRY DIVERTED TRAFFIC DURING CONSTRUCTION SHALL BE APPLIED BEFORE PLACEMENT OF THE FINAL SURFACE COURSE. PRIOR TO THE FINAL OPENING, THE SURFACE COURSE SHALL BE PLACED COVERING THE TEMPORARY STRIPING.

ADDITIONAL SIGNS, BARRICADES AND ANY OTHER TRAFFIC CONTROL DEVICES NOT SHOWN ON THE PLANS WHICH MAY BE DEEMED NECESSARY BY THE ENGINEER FOR TRAFFIC CONTROL DURING CONSTRUCTION WILL NOT BE MEASURED OR PAID FOR SEPARATELY BUT SHALL BE SUBSIDIARY TO THE CONTRACT LUMP SUM PRICE BID FOR "TRAFFIC CONTROL".

LANE CLOSURES SHALL BE ALLOWED BETWEEN 9:00AM AND 3:30PM AT THE APPROVAL OF THE ENGINEER. PRIOR TO CLOSING A LANE THE CONTRACTOR MUST SUBMIT THE PROPOSED TRAFFIC CONTROL TO THE ENGINEER A MINIMUM OF 3 WORKING DAYS IN ADVANCE OF THE CLOSURE.

STAGE	MAJOR CONSTRUCTION ITEMS	HANDLING OF TRAFFIC	REMARKS
1a	Median build-up and barrier relocation.	2-lane NB traffic on KTA using existing lanes. 2-lane SB traffic on KTA using existing lanes.	Lane closures with the use of flaggers will be permitted during daylight hours with the approval of the Engineer. All traffic control shall be in accordance with the MUTCD (Latest Edition).
1b	3 - 16' x 12' RFBB Construction From Rt. End of Structure to 17' Rt. Permanent pavement on NB outside lane and shoulder. Shoulder build-up and barrier relocation both N.B. and S.B.	1-lane NB traffic on KTA using existing inside lane and median. 2-lane SB traffic on KTA using existing lanes.	Lane closures with the use of flaggers will be permitted during daylight hours with the approval of the Engineer. All traffic control shall be in accordance with the MUTCD (Latest Edition).
2	3 - 16' x 12' RFBB Construction From 17' Rt. to 21' Lt. Permanent pavement on NB and SB inside lanes and median.	1-lane NB traffic on KTA using new outside lane and shoulder. 1-lane SB traffic on KTA using existing outside lane and shoulder.	Lane closures with the use of flaggers will be permitted during daylight hours with the approval of the Engineer. All traffic control shall be in accordance with the MUTCD (Latest Edition).
3	3 - 16' x 12' RFBB Construction From 21' Lt. to Lt. End of Structure. Permanent pavement on SB outside lane and shoulder. Relocate median barrier.	2-lane NB traffic on KTA using new lanes. 1-lane SB traffic on KTA using new inside lane and median.	Lane closures with the use of flaggers will be permitted during daylight hours with the approval of the Engineer. All traffic control shall be in accordance with the MUTCD (Latest Edition).
4	Surface course, final seeding, marking and other miscellaneous items.		Lane closures with the use of flaggers will be permitted during daylight hours with the approval of the Engineer. All traffic control shall be in accordance with the MUTCD (Latest Edition).

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	Revision		By	Date
	KTA AT BIG SLOUGH			
	TRAFFIC HANDLING & CONSTRUCTION SEQUENCE			
	JAMES L. ARMOUR, P.E. - CITY ENGINEER CITY OF WICHITA PROJECT NO. 468-84636			
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Designed by	R.J.M.	Job No.	10291	Sht. 34 of 63
Drawn by	C.P.	Date	August, 2011	