

**TRAFFIC CONTROL 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.

As portions of the project are completed, the Contractor shall open the project to additional allowable traffic movements per the projects specifications

All traffic control shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).

Speed Limit in Work Zones shall be 30 mph in all phases or as directed by 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 lives.

As work is completed, the Contractor shall install Permanent Signing and Pavement Markings as in the Signing plans and Pavement Marking plans or as directed by the Engineer.

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 properties and KDOT during the time improvements are being made in the vicinity of the property.

Contractor shall work with adjacent residents and KDOT to maintain access as long as possible in advance of the work area and restore access as soon as possible after is completed within the work area.

The Contractor shall coordinate with 911, Sedgwick County Fire Department, EMS, and the Wichita School District USD 259 throughout construction.

Traffic shall be utilize a detour during the construction of Phase Ia. Upon completion of Phase Ia, traffic control shall be set up to allow one (1) way southbound on Hillside to allow traffic to come off of the ramp and go south.

The Contractor shall allow local access to KDOT and highway state patrol vehicles throughout the duration of the project. All storm sewer installations will need to be coordinated with KDOT and their access.

**RAILROAD COORDINATION GENERAL NOTES**

The Contractor is made aware that he will be working in close proximity of the active U.P.R.R. railroad tracks. The Contractor shall coordinate all construction of this project within U.P.R.R. Right-of-Way with Eric Puttroff - the U.P.R.R. Manager of Track Maintenance, 402-319-7663.

The DOT number for the railroad crossing on Hillside Avenue is 595025N and the DOT number for the railroad crossing on 45th Street is 595024G.

The Contractor will be required to coordinate with Morgan Riley, - U.P.R.R. Manager of Signal Maintenance, 620-252-6248 regarding crossing signal improvements.

The Contractor shall contact the Union Pacific "Call Before You Dig" 1-800-336-9193 prior to any construction 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 U.P.R.R.'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 U.P.R.R.'s property. The Contractor will be responsible for contacting U.P.R.R. 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 U.P.R.R. right-of-way or on U.P.R.R. property to determine if any other Lines (fiber optic, cable, communication or otherwise) may exist.

The Contractor shall comply with all Union Pacific Railroad special provisions and complete all construction right of agreements prior to doing any construction within 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 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 crossings are to remain at their current elevation with no changes with the improvements.

The U.P.R.R. shall do all work necessary to upgrade the railroad crossings at both Hillside Avenue and 45th Street. 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 housings, and the installation of all new equipment and wiring needed to sufficiently run the signals. The railroad crossings are to remain at their current elevation with no changes with the improvements.

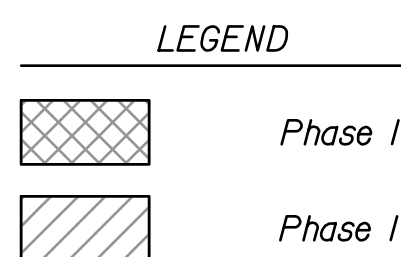
The Contractor is to complete all necessary earthwork and storm sewer installations at the crossings prior to the U.P.R.R. construction the crossing improvements.

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

The Contractor shall install concrete safety barrier on Hillside Avenue south of the railroad crossing and on 45th Street east of the railroad crossing when concrete crossing protection is removed by the U.P.R.R. Concrete safety barriers should remain in place until crossing improvements are completed and new crossing protection is operational.

The Contractor will be prohibited from using Hillside Avenue and 45th Street for any hauling operations during the time the railroad is making improvements to the track. Upon completion of the track improvements, the Contractor shall obtain a Haul Road Agreement with the U.P.R.R. to cross the new tracks with any material that might be hauled in. 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 U.P.R.R. railroad flagman or a U.P.R.R. 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 U.P.R.R. 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 U.P.R.R.

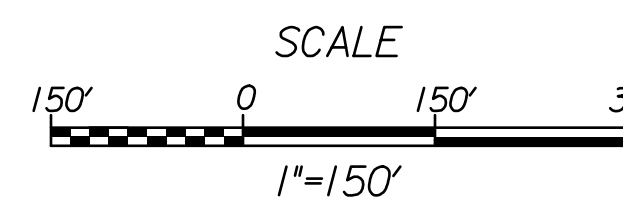
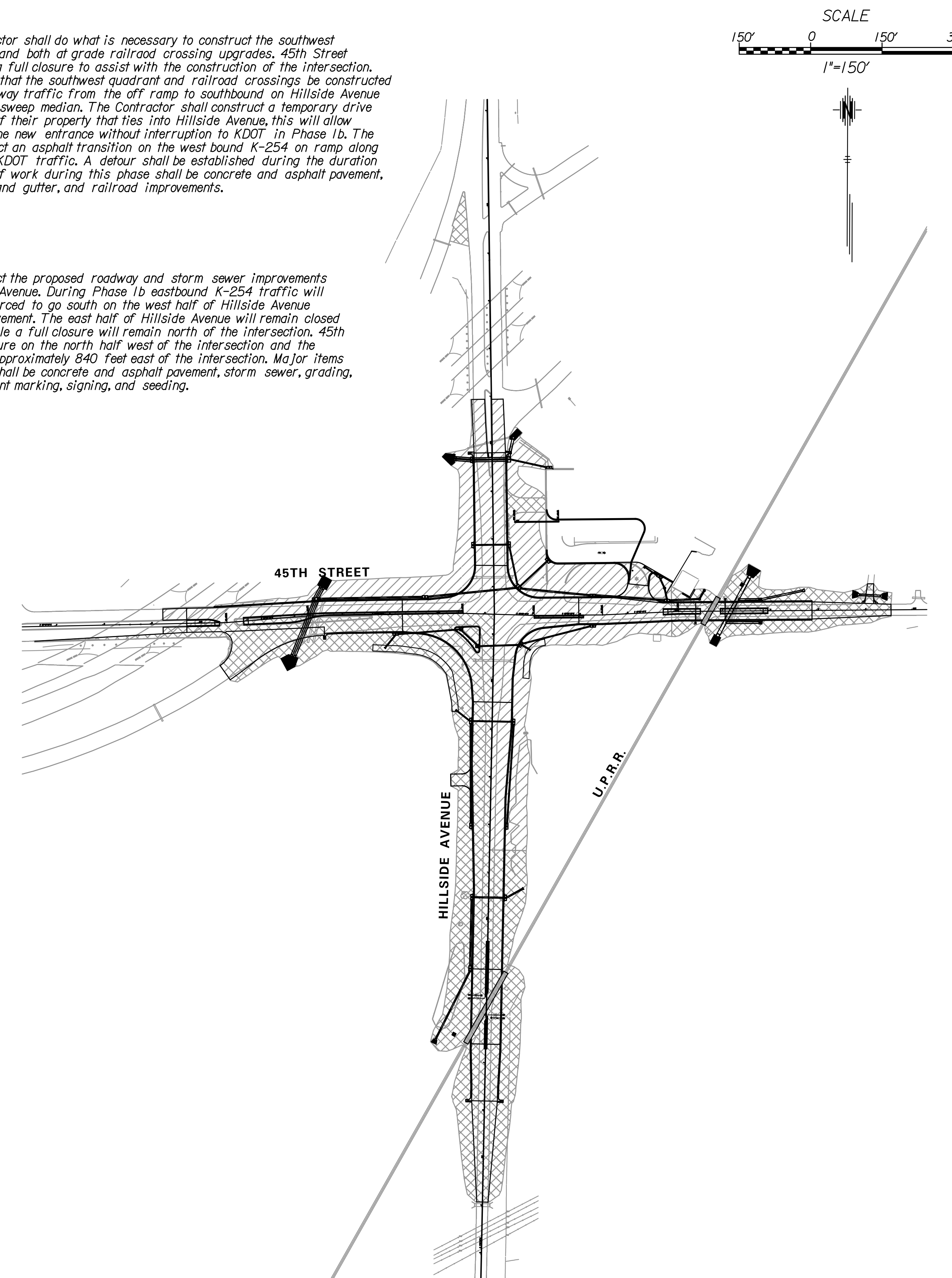


**PHASE Ia**

During Phase Ia, the Contractor shall do what is necessary to construct the southwest quadrant of the intersection and both at grade railroad crossing upgrades. 45th Street and Hillside Avenue will be a full closure to assist with the construction of the intersection. The Contractor is to ensure that the southwest quadrant and railroad crossings be constructed first, and opened to one (1) way traffic from the off ramp to southbound on Hillside Avenue utilizing the new right turn sweep median. The Contractor shall construct a temporary drive for KDOT on the east side of their property that ties into Hillside Avenue, this will allow the Contractor to construct the new entrance without interruption to KDOT in Phase Ib. The Contractor shall also construct an asphalt transition on the west bound K-254 on ramp along Hillside Avenue to maintain KDOT traffic. A detour shall be established during the duration of the project. Major items of work during this phase shall be concrete and asphalt pavement, storm sewer, grading, curb and gutter, and railroad improvements.

**PHASE Ib**

The Contractor shall construct the proposed roadway and storm sewer improvements on 45th Street and Hillside Avenue. During Phase Ib eastbound K-254 traffic will be allowed to exit then be forced to go south on the west half of Hillside Avenue on the newly constructed pavement. The east half of Hillside Avenue will remain closed south of the intersection while a full closure will remain north of the intersection. 45th Street will remain a full closure on the north half west of the intersection and the full closure shall remain to approximately 840 feet east of the intersection. Major items of work during this phase shall be concrete and asphalt pavement, storm sewer, grading, and curb and gutter, pavement marking, signing, and seeding.



**Tran Systems**  
 245 NORTH WACO  
 SUITE 222  
 WICHITA, KS 67202  
 PHONE: 316-303-3000  
 FAX: 316-303-0156

CONSULTANTS:

45TH & HILLSIDE INTERSECTION IMPROVEMENT  
 WICHITA, KANSAS

REVISIONS:	MARK	DATE	DESCRIPTION

PROJ NO: 87 N-0616-01
SCALE: 1"=150'
DATE: 10/9/2017
DESIGNED BY: TAU
DRAWN BY: TAU
CHECKED BY: MDB

SHEET TITLE:  
**CONSTRUCTION PHASING OVERVIEW**

SHEET NO.  
**68**

10/9/2017 3:16:59 PM - c:\tran\systems\proj\_bocall\transys\proj\1\taumme\102592841C-CPP-M01-401.DGN