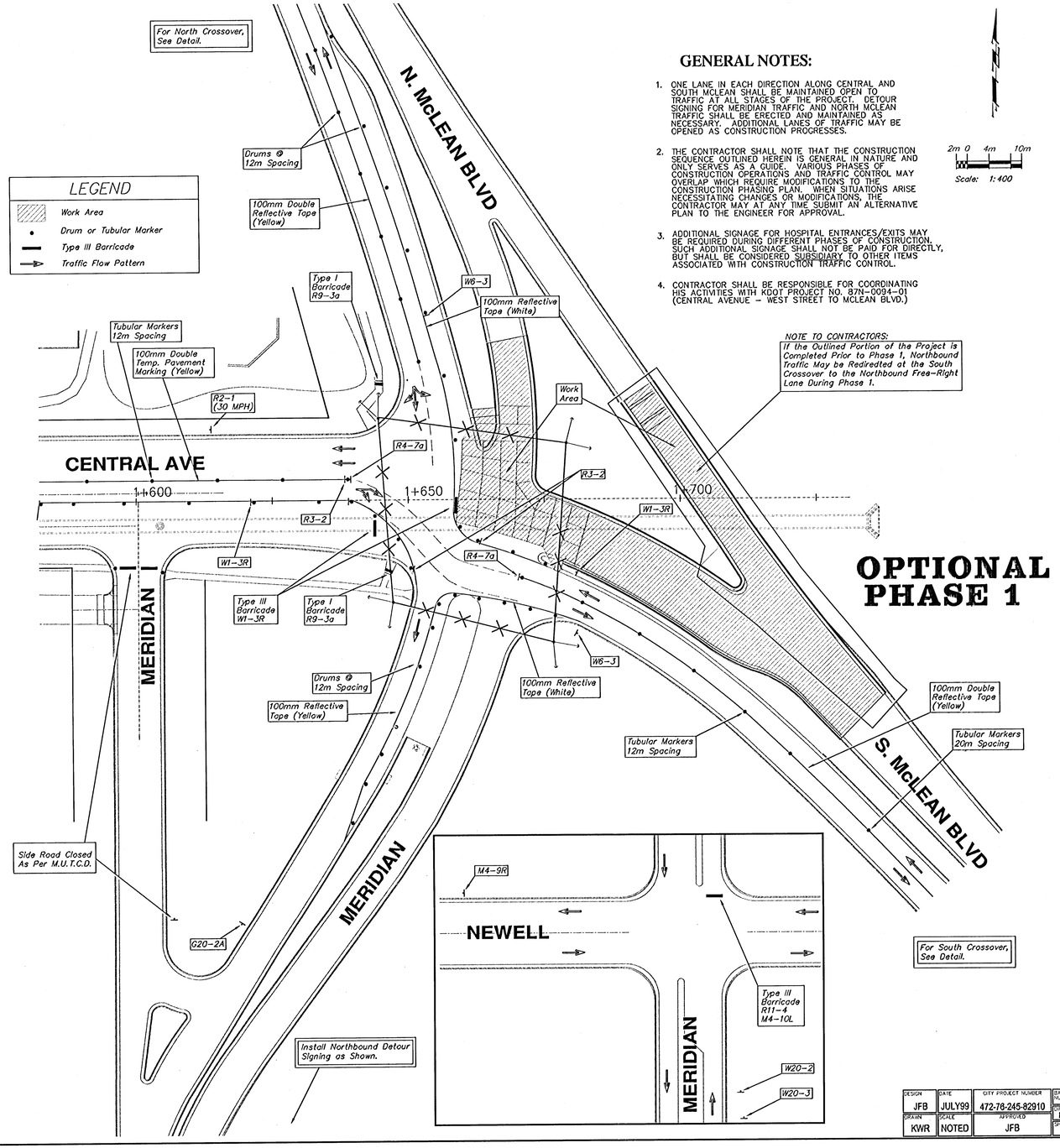


LEGEND

- Work Area
- Drum or Tubular Marker
- Type III Barricade
- Traffic Flow Pattern

GENERAL NOTES:

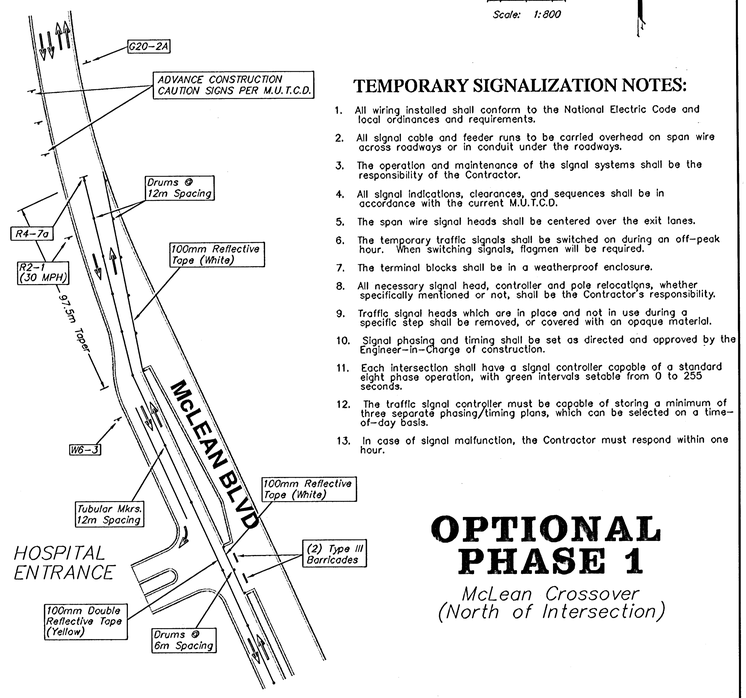
1. ONE LANE IN EACH DIRECTION ALONG CENTRAL AND SOUTH MCLEAN SHALL BE MAINTAINED OPEN TO TRAFFIC AT ALL STAGES OF THE PROJECT. DETOUR SIGNING FOR MERIDIAN TRAFFIC AND NORTH MCLEAN TRAFFIC SHALL BE ERECTED AND MAINTAINED AS NECESSARY. ADDITIONAL LANES OF TRAFFIC MAY BE OPENED AS CONSTRUCTION PROGRESSES.
2. THE CONTRACTOR SHALL NOTE THAT THE CONSTRUCTION SEQUENCE OUTLINED HEREIN IS GENERAL IN NATURE AND ONLY SERVES AS A GUIDE. VARIOUS PHASES OF CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL MAY OVERLAP WHICH REQUIRE MODIFICATIONS TO THE CONSTRUCTION PHASING PLAN. WHEN SITUATIONS ARISE NECESSITATING CHANGES OR MODIFICATIONS, THE CONTRACTOR MAY AT ANY TIME SUBMIT AN ALTERNATIVE PLAN TO THE ENGINEER FOR APPROVAL.
3. ADDITIONAL SIGNAGE FOR HOSPITAL ENTRANCES/EXITS MAY BE REQUIRED DURING DIFFERENT PHASES OF CONSTRUCTION. SUCH ADDITIONAL SIGNAGE SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS ASSOCIATED WITH CONSTRUCTION TRAFFIC CONTROL.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING HIS ACTIVITIES WITH KDOT PROJECT NO. 87N-0094-01 (CENTRAL AVENUE – WEST STREET TO MCLEAN BLVD.)

2m 0 4m 10m

Scale: 1:400

NOTE TO CONTRACTORS:
If the Outlined Portion of the Project is Completed Prior to Phase 1, Northbound Traffic May be Redirected at the South Crossover to the Northbound Free-Right Lane During Phase 1.

OPTIONAL PHASE 1



4m 0 8m 20m

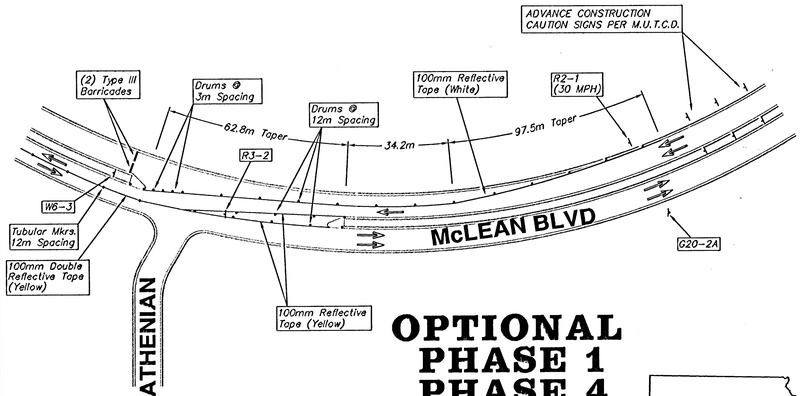
Scale: 1:800

TEMPORARY SIGNALIZATION NOTES:

1. All wiring installed shall conform to the National Electric Code and local ordinances and requirements.
2. All signal cable and feeder runs to be carried overhead on span wire across roadways or in conduit under the roadways.
3. The operation and maintenance of the signal systems shall be the responsibility of the Contractor.
4. All signal indications, clearances, and sequences shall be in accordance with the current M.U.T.C.D.
5. The span wire signal heads shall be centered over the exit lanes.
6. The temporary traffic signals shall be switched on during an off-peak hour. When switching signals, flagmen will be required.
7. The terminal blocks shall be in a weatherproof enclosure.
8. All necessary signal head, controller and pole relocations, whether specifically mentioned or not, shall be the Contractor's responsibility.
9. Traffic signal heads which are in place and not in use during a specific step shall be removed, or covered with an opaque material.
10. Signal phasing and timing shall be set as directed and approved by the Engineer-in-Charge of construction.
11. Each intersection shall have a signal controller capable of a standard eight phase operation, with green intervals setable from 0 to 255 seconds.
12. The traffic signal controller must be capable of storing a minimum of three separate phasing/timing plans, which can be selected on a time-of-day basis.
13. In case of signal malfunction, the Contractor must respond within one hour.

OPTIONAL PHASE 1

McLean Crossover
(North of Intersection)



OPTIONAL PHASE 1 PHASE 4

McLean Crossover
(South of Intersection)

METRIC

DESIGN	DATE	CITY PROJECT NUMBER	BAUGHMAN PROJECT NUMBER
JFB	JULY99	472-78-245-82910	98-01-E965
DRAWN	SCALE	APPROVED	DISK/DIR
KWR	NOTED	JFB	F:\MCLNINT\PHASE
			SHEET NAME
			CONSEQ1

CENTRAL & McLEAN INTERSECTION
CONSTRUCTION PHASING
CENTRAL & McLEAN
TRAFFIC CONTROL

BAUGHMAN COMPANY P. A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

SHEET 38 OF 40