

GENERAL NOTES

F.H.W.A. REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	54-87 K-8259-02	2003	55	76

DATE	
BY	
REFERENCE NOTED	
REFERENCE CHECKED	

- 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) 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.
- 3) 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.
- 4) 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.
- 5) 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.
- 6) The Contractor shall coordinate his traffic control with other Construction and Maintenance projects within the area.
- 7) For traffic control standards and additional general notes, see KDOT Traffic Control Standards included in the plans.
- 8) Removal and construction of drainage structures, pipes/culverts, guard fence, retaining walls, etc...shall be completed as required based on the Sequence of Construction.
- 9) All grading, pipes, connections, labor and incidentals 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 removed shall be salvaged and stored on the project as directed by the Engineer for pickup by City forces.
- 10) 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.
- 11) 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.
- 12) Pavement marking shall be used along all reflectorized drum locations.
- 13) 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.
- 14) 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 (13) above.

- 15) Existing signs and intersection controls not shown on the traffic control plans shall remain in place.
- 16) The Engineer will review usage and placement of the "Portable Changeable Message Sign (Disc matrix).
- 17) 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 Flagger's State of Kansas" (Latest Edition).
- 18) 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.
- 19) 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 throughout construction. Temporary lighting will be paid for at the contract lump sum price bid, which shall include all labor, material, equipment, & incidentals necessary to complete and maintain this work.
- 20) The final limits of temporary grading and asphalt in areas of temporary ramps and crossovers shall be approved by the Engineer prior to construction.
- 21) Any cold milling required for traffic control construction shall be subsidiary to other items.
- 22) For vertical drop-offs along the traveled edge of an overlay greater than 75 mm 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 Lanes" signs (W8-11) with auxiliary "Uneven Surface" and "Shoulder Drop-Off" signs (W8-9a) shall be used as directed by the Engineer. Overlay operations shall be scheduled to limit the length of drop-off and period of exposure.
- 23) 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.
- 24) Temporary Concrete Safety Barrier and Inertial Barrier Systems shall be placed, as required, to limit the length of exposure due to drop-offs and other obstructions.
- 25) 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".
- 26) All temporary CSB and Inertial Barrier systems shall become the property of the Contractor at the completion of the project.
- 27) All street closings shall be fully barricaded to stop traffic from using the street.
- 28) Pavement markings for shoo flies shall be in accordance with the Std. Dwg., Typical Pavement Marking Details For Divided Roadways.
- 29) The existing traffic signals at the intersection of Bonnie Brae and Kellogg shall be modified as required for the detour construction. The traffic signals shall be returned to its currant configuration at the completion of construction.

Drawn by: _____
 File: _____
 SCALE: _____



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NO.	DATE	REVISIONS	BY	APP'D.	

KANSAS DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES
TRAFFIC CONTROL**

Wichita, Kansas Sedgwick, Co.