

GENERAL NOTES

F.H.W.A. REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	54-87 K-8258-07	2004	79	101

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 business entrances during construction whenever possible. Temporary Surfacing (gravel) shall be provided and placed as directed by the Engineer.
- 3) 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.
- 4) The Contractor shall request, in writing, approval of all non-emergency activities that 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.
- 5) The Contractor shall coordinate his traffic control with other Construction and Maintenance projects within the area.
- 6) For traffic control standards and additional general notes, see KDOT Traffic Control Standards included in the plans.
- 7) 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 that 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.
- 8) 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.
- 9) Pavement marking shall be used along all reelectorized drum locations.
- 10) Any existing signs which are in conflict with the signs for the upcoming stage shall 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.
- 11) 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 (10) above.

- 12) Existing signs and intersection controls not shown on the traffic control plans shall remain in place.
- 13) 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).
- 14) 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.
- 15) The Contractor shall install lighting, signaling and any other miscellaneous conduits prior to constructing pavement.
- 16) 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.
- 17) The final limits of temporary grading and asphalt in areas of temporary ramps and crossovers shall be approved by the Engineer prior to construction.
- 18) Any cold milling required for traffic control construction shall be subsidiary to other items.
- 19) For vertical drop-offs along the traveled edge of an overlay greater than 3" 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 (WB-11) with auxiliary "Uneven Surface" and "Shoulder Drop-Off" signs (WB-9) shall be used as directed by the Engineer. Overlay operations shall be scheduled to limit the length of drop-off and period of exposure.
- 20) 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.
- 21) 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.
- 22) All earthwork and temporary asphalt pads required for the installation and removal of Concrete Safety Barrier and Inertial Barrier Systems shall be subsidiary to other items.
- 23) All temporary CSB and Inertial Barrier systems shall become the property of the Contractor at the completion of the project.
- 24) All street closings shall be fully barricaded to stop traffic from using the street.
- 25) The existing traffic signals at the intersections of Kellogg (US54) and Heather and of Kellogg (US54) and Bonnie Brae shall be removed. All signal equipment removed shall be salvaged and stored on the project as directed by the Engineer for pickup by city forces.

Drawn by: _____
 File: _____
 Plotted: _____
 SCALE _____



NO.	DATE	REVISIONS	BY	APP'D.
KANSAS DEPARTMENT OF TRANSPORTATION				
GENERAL NOTES TRAFFIC CONTROL				
Wichita, Kansas				