

FHWA REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87N-0094-01	1998	165	202

# RECOMMENDED CONSTRUCTION SEQUENCE

## GENERAL NOTES:

	MAJOR CONSTRUCTION ITEMS	TRAFFIC CONTROL	REMARKS
PHASE 1	Install temp. traffic signals at Central/McLean intersection. Remove existing raised median west and south of intersection. Install temp pavement. Begin RCB (Line 1) at Arkansas River & extend to the east edge of intersection.	Route Traffic around median removals. Close free right lane (Northbound McLean.) Close northbound Meridian traffic. Eliminate left turns for Eastbound and Westbound traffic. Close residential portion of Meridian at Central. Close Richmond intersection at Central.	Northbound Meridian traffic to be detoured at 2nd Street
PHASE 2	Extend Line 1 Box Culvert westward to the center of the Central/McLean intersection.	Route 2-way traffic to the north side of Central.  Cross Mclean traffic over to the west side of the blvd. at Athenian. Cross Mclean traffic over to the west side of the blvd. north of the hospital entrance.  Route 2-way McLean traffic on west side of the divided median.	Prohibit left turns onto Meridian from westbound Central traffic. Prohibit left turns onto Mclean from eastbound Central traffic.
PHASE 3	Install temp. pavement against north edge of intersection. Extend Line 1 Box Culvert from center of intersection westward.	Maintain 2-way traffic along north side of Central.  Cross Mclean traffic over to the east side of the blvd. at Athenian. Cross Mclean traffic over to the east side of the blvd. north of the hospital entrance.  Route 2-way McLean traffic on east side of the divided median.	Central-Mclean Intersection project could begin following RCB construction
PHASE 4	Install temp. traffic signals at Central/St. Paul intersection. Construct Line 1 Box Culvert to Sta. 1+330±. (* See Note No. 6 Replace median pavement removed for south Meridian median crossover.	Maintain 2-way traffic along north side of Central.  Close & barricade intersections at Richmond, & Edwards as RCB construction progresses westward.	Coordinate railroad crossing with Central Kansas Railway. Prohibit left turns onto St. Paul from east & west bound Central traffic.
PHASE 5	Install temp. traffic signals at Central/Sheridan intersection. Construct Line 1 Box Culvert from Sta. 1+330± through Kansas Central Railway to Central/Sheridan intersection. Install temporary pavement at St. Paul & Sheridan intersections. Install temporary surfacing at Custer & Clayton intersections. Construct Line 1 RCP to west line of Sheridan.	Maintain 2-way traffic along north side of Central. Close & barricade Gordon intersection as RCB construction progresses westward. Close & barricade St. Paul intersection during box culvert construction.  Close & barricade Mt Carmel intersection as RCB construction progresses westward. Close & barricade Sheridan intersection during box culvert construction.	Reopen Central/St. Paul intersection immediately following RCB Crossing. Coordinate Clayton closure with street residents. (Temp. road between Clayton & Custer possible w/ railroad concurrence.)  Reopen Central/Sheridan intersection immediately following RCB Crossing.
PHASE 6	Complete Line 1 RCP from west line of Sheridan to west end of project. Install temporary surfacing at West Ridge intersection.	Route 2-way Central traffic to north side of roadway (west of Sheridan) beginning at far west end of project.  Close & barricade Knight intersection as RCB construction progresses westward.	Coordinate West Ridge closure with street residents.
PHASE 7	Begin paving operations along the south side of Central from the Mclean intersection westward to Sheridan. (* See Note No. 6 Reconstruct centerline median at east end of project. Construct right turn lane at Sheridan (south of Central)	Route 2-way traffic along north side of Central from Sheridan to McLean.  Close St. Paul (south) ONLY during paving operations within intersection. Close east side of Sheridan.  Close Sheridan to southbound traffic (south of Central) Route Sheridan northbound traffic on west side of Sheridan.	Reopen St. Paul & Sheridan intersections immediately following paving. Prohibit left turns onto St. Paul & Sheridan from Central traffic.
PHASE 8	Begin Paving operations along the south side of Central from Sheridan to the west end of the project. Construct hammerhead cul-d-sac at Mt Carmel.	Route 2-way traffic along north side of Central from West Street to Sheridan. Coordinate West Ridge closure with street residents. Close & barricade intersections at Knight & Kessler (south side) as paving progresses westward.	Reopen south side of Central (east of Sheridan) to traffic.
PHASE 9	Begin Paving operations along the north side of Central from McLean westward to Zoo Blvd. Construct free right lane at Zoo Blvd.	Route 2-way traffic along south side of Central from Sheridan to McLean. Close St. Paul (north) ONLY during paving operations within intersection.  Close free right lane & east side of Zoo Blvd. Route 2-way traffic along west side of Zoo Blvd.	Reopen Central/St. Paul intersection immediately following paving.  Reopen free right turn & east side of Zoo Blvd. immediately following paving.

- ONE LANE IN EACH DIRECTION ALONG CENTRAL SHALL BE MAINTAINED OPEN TO TRAFFIC AT ALL STAGES OF THE PROJECT. ONE LANE IN EACH DIRECTION ALONG MCLEAN BLVD. SHALL BE MAINTAINED OPEN TO TRAFFIC AT ALL STAGES OF THE PROJECT. ACCESS TO BUSINESSES AND RESIDENTIAL STREETS WITHOUT OUTLETS THAT ABUT CONSTRUCTION SHALL BE MAINTAINED AT ALL STAGES OF THE PROJECT.
- 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.
- THE TRAFFIC CONTROL PLANS ASSOCIATED WITH THIS PHASING PLAN WERE DRAWN BASED ON THE PARTICULAR GEOMETRICS INHERENT TO THIS PROJECT. WHENEVER THESE PLANS CONFLICT WITH THE KDOT TRAFFIC ENGINEERING STANDARD DRAWING, THE KDOT STANDARD SHALL GOVERN.
- THE CONTRACTOR SHALL NOTE THAT THE ENGINEER MAY REQUIRE TRAFFIC CONTROL DEVICES, THAT DIRECT TRAFFIC AROUND & THROUGH THE CENTRAL-MCLEAN INTERSECTION, REINSTALLED AND MAINTAINED FOR THE RECONSTRUCTION OF THE CENTRAL-MCLEAN INTERSECTION COMPANION PROJECT.
- ADDITIONAL SIGNAGE FOR HOSPITAL EMERGENCY ACCESS 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.
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CONTRACTOR MAY ELECT OR BE INSTRUCTED BY THE ENGINEER TO COMMENCE PAVING OPERATIONS ALONG THE SOUTH SIDE OF CENTRAL AS SOON AS ADEQUATE SPACING CAN BE ACHIEVED BETWEEN THE UTILITY WORK AND PAVING CREWS.
- CONSTRUCTION TRAFFIC CONTROL NECESSARY TO INSTALL THE WATER SYSTEM IS NOT REFLECTED OR INCLUDED IN THESE PLANS. CONTRACTOR SHALL BE AWARE THAT ADDITIONAL TRAFFIC CONTROL MEASURES WILL BE REQUIRED SUCH THAT WATER SYSTEM CONSTRUCTION OCCURS SIMULTANEOUSLY WITH THE VARIOUS PHASES OF THE UNDERGROUND PORTION OF THIS PROJECT.

## TEMPORARY SIGNALIZATION NOTES:

- All wiring installed shall conform to the National Electric Code and local ordinances and requirements.
- All signal cable and feeder runs to be carried overhead on span wire across roadways or in conduit under the roadways.
- The operation and maintenance of the signal systems shall be the responsibility of the Contractor.
- All signal indications, clearances, and sequences shall be in accordance with the current M.U.T.C.D.
- The span wire signal heads shall be centered over the exit lanes.
- The temporary traffic signals shall be switched on during an off-peak hour. When switching signals, flagmen will be required.
- The temporary traffic signals shall be in accordance with the current M.U.T.C.D.