

GENERAL NOTES

- 1) Harry Street shall have a minimum of 1 through traffic lane in each direction during all Phases of construction.
- 2) The Contractor shall provide access to all entrances and sidestreets during construction. Temporary Surfacing (gravel) shall be provided and placed as directed by the Engineer.
- 3) The Contractor shall coordinate his traffic control with other Construction and Maintenance projects within the area.
- 4) For traffic control standards and additional general notes, see KDOT Traffic Control Standards included in the plans.
- 5) 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.
- 6) The Contractor shall be responsible for repair and maintenance of the roadway, signs and all other incidentals necessary for the maintenance of traffic during construction.
- 7) Pavement marking shall be used along all reelectorized drum locations.
- 8) Any existing signs which are in conflict with the sign 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.
- 9) Existing signs and intersection controls not shown on the traffic control plans shall remain in place.
- 10) 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).
- 11) 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.
- 12) 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.

GENERAL NOTES
TRAFFIC CONTROL
Harry Street

472-83998

CITY OF WICHITA



Cook, Flatt & Strobel
ENGINEERS, P.A.

DESIGNED	KKH	SCALE
DRAWN	KKH	DATE 3-2005
QUANTITIES		SHEET 17 OF 20