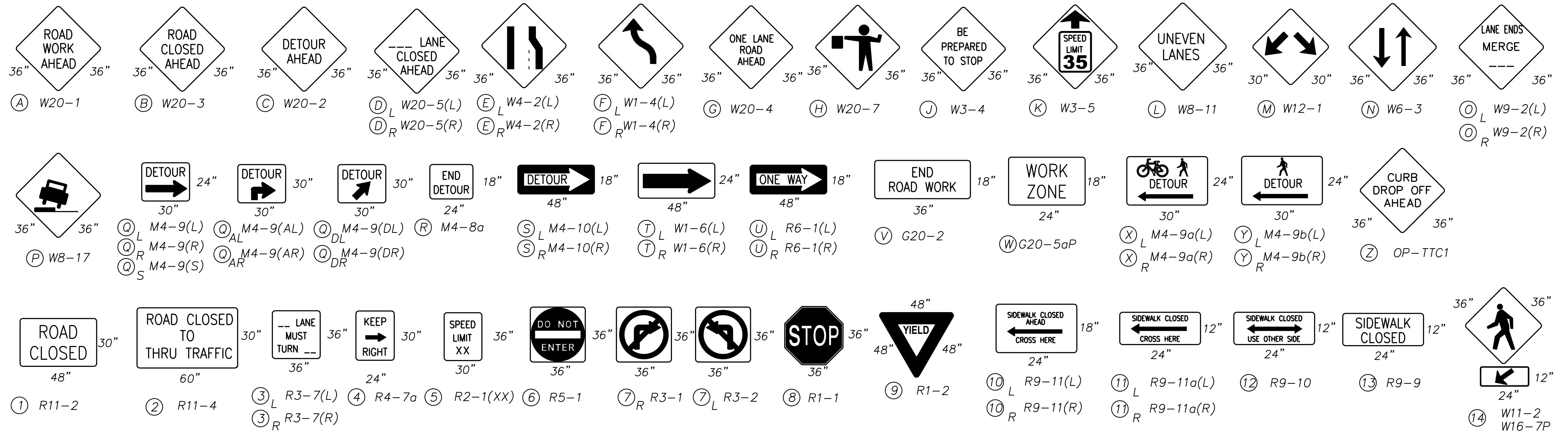


1. All traffic control devices and application thereof, shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (M.U.T.C.D.), and the City of Overland Park "Traffic Control Handbook". All roadside hardware shall have been tested and approved per the National Cooperative Highway Research Program (N.C.H.R.P.) Report 350 or the American Association of State Highway and Transportation Officials (A.A.S.H.T.O.) Manual for Assessing Safety Hardware (M.A.S.H.), as applicable.
2. The traffic control requirements shown on the plans are minimum requirements only and do not attempt to address in depth the variety of situations that may occur once construction has started. In no way do the requirements shown on these plans relieve the Contractor of their responsibility for selecting the proper traffic control devices and implementation procedures that will assure the safety of the motorist, pedestrians, and workers at all times. Any additional quantities of traffic control devices necessary to complete the contract or as ordered to be installed by the Engineer shall be considered subsidiary to the contract lump sum bid price.
3. The Contractor may develop their own Temporary Traffic Control (T.T.C.) plan and submit to the Engineer for approval to use on this project.
4. The Contractor shall be responsible for maintaining all traffic control devices on an around the clock basis, whether or not work is actively being pursued. Any deficiencies noted shall be corrected immediately.
5. Should the Contractor fail to enforce the traffic control plan or fail to clean, repair, replace or otherwise maintain the traffic control devices when directed to do so by the Engineer or their representative, the City may take one or more of the following actions:
 - a. Employ another contractor to correct the deficiencies and deduct the cost from the project pay estimate.
 - b. Suspend all pay estimates until deficiencies are corrected.
 - c. Stop the work until deficiencies are corrected.
 - d. Place the contractor in default.
6. During all construction periods, the Contractor shall have at the jobsite all necessary traffic control devices (appropriate signs, arrow displays, channelizing devices, direction indicator barricades, etc.) to properly close at least one lane of traffic.
7. Any personnel working as a flagger must carry the proper flagger certification per KDOT Flagger Handbook, latest 805-WORK ZONE TRAFFIC CONTROL & SAFETY 800-20 version. Properly equipped flaggers shall direct traffic as shown on the plans or as directed by the Engineer. Flaggers clothing and equipment shall conform to the latest edition of the M.U.T.C.D.
8. Existing Stop, Yield, and Street Name signs shall be maintained during construction. Stop, Yield, and Street Name signs may be temporarily erected (no less than 7 feet vertical from grade) until they can be permanently installed. Any temporary Stop or Yield sign installation to be left in place overnight shall require prior approval from the Engineer.
9. Existing signs that conflict with the temporary traffic control shall be covered or removed by the Contractor. The Contractor is responsible for removal, storage, and reinstallation of the signs and posts. Any damaged signs or posts shall be replaced at the Contractor's expense.
10. Existing pavement markings that conflict with the temporary traffic control shall be covered temporarily, removed, or obliterated, as shown in the plans or as directed by the Engineer. If covered temporarily, removable, non-reflective, preformed tape that is approximately the same color as the pavement surface shall be used.
11. All orange construction signs shall be fluorescent orange micro-encapsulated prismatic retro-reflective grade sheeting. All regulatory signs shall be prismatic retro-reflective grade sheeting.
12. All retro-reflective sheeting on barricades, vertical panels, conical delineators, drums, tubular markers, cones, and directional indicator barricades shall use Kansas Department of Transportation approved high intensity retro-reflective grade sheeting.
13. All pavement markings shall be retro-reflective with the use of glass beads.
14. The Contractor shall provide as many barricades with appropriate warning lights as needed to effectively close or restrict all or a portion of the right-of-way as shown in the plans or as directed by the Engineer. Type III barricades shall be used at street closings at the point of closure and where new streets under construction connect to an existing street.
15. Detectable Pedestrian Barricades and/or Channelizers shall be used for all sidewalk closures or temporary sidewalk facilities. A sidewalk detour shall be provided when necessary or directed by the Engineer. When existing pedestrian facilities are disrupted, closed, or relocated, the temporary facilities shall be detectable and include accessibility features consistent with the feature present in the existing facility. A barrier that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.
16. Appropriate warning lights shall be used at night on all barricades, unless otherwise specified.
17. For merge taper channelization, direction indicator barricades shall be used for all long-term stationary traffic control installations. They may be used for intermediate-term, stationary, short-term stationary, and short duration installations but are not required. Standard conical delineators may be used in place of direction indicator barricades as long as the traffic control setup is three days or less.
18. For longitudinal channelization, drums, conical delineators, or vertical panels are acceptable devices. For work that occupies a location less than 8 hours, retro-reflective cones (28 inches min. height) may be used. Where space restrictions do not allow for the use of other more visible devices, retro-reflective tubular markers (28 inches min. height) may be used.
19. The maximum spacing between channelizing devices should be approximately equal in feet to the posted speed limit in miles per hour.
20. Sign mounting height, measured vertically from the bottom of the sign to the top of the curb, shall be a minimum of 7 feet. Sign lateral offset, measured from the edge of the sign to the face of the curb, shall be a minimum of 2 feet.
21. Construction signs that are to be in place for 3 days or less may be mounted on approved temporary supports. The mounting height for signs on temporary supports, measured vertically from the bottom of the sign to the traveled way, shall be a minimum of 1 foot above the adjacent pavement surface, with the exception of the Road Work Ahead sign (W20-1), which shall be a minimum of 7 feet above the adjacent pavement surface.
22. Placement of advance work zone signing shall be based on the speed of the facility and the spacing indicated in the Advance Warning Sign Spacing Table.
23. End Road Work signs (G20-2) should be placed at the downstream end of the termination area. If the End Road Work sign (G20-2) will be less than 1,000 feet from other construction improvements, it may be omitted.
24. For road closures on a thoroughfare, a Changeable Message Sign shall be used to provide advance notices for all directions impacted by the closure. The message shall be displayed for a minimum of one week in advance of the closure.
25. All messages to be displayed on Changeable Message Signs shall be approved by the Engineer in advance of sign deployment.
26. Arrow boards shall be used at all lane closures on multi-lane streets. Preferred placement of the arrow display is at the start of the taper area.
27. Traffic control devices shall be completely covered or removed when not in use.
28. Any vertical pavement drop-off that exceeds 3 inches in depth and is located within 4 feet of an adjacent travel lane, shall require either a Curb Drop Off Ahead sign (OP TTCl) or Shoulder Drop Off sign (W8-17), as appropriate, spaced not less than 500 feet apart. Channelizing devices shall be placed at the edge of the drop-off. If the drop-off is to remain in place for more than 3 days, a solid edge line pavement marking shall be present for the adjacent lane.
29. The minimum lane width for a thru lane is 10 feet. The minimum lane width for a turn lane is 10 feet. A lane shall be closed if the minimum lane width cannot be maintained.

1. Construction shall be sequenced to provide the least possible adverse effect to residents, roadway users, and pedestrians.
2. Construction materials shall be kept off sidewalks and consolidated in areas within the City right-of-way unless otherwise approved by the Engineer.
3. Mud and construction debris on streets or sidewalks shall be cleaned off immediately.
4. Access shall be maintained to all drives and side streets or as indicated in the Temporary Traffic Control plan.
5. Construction vehicles (and personal employee vehicles) shall be parked along streets so as not to cause sight restriction of vehicles coming from side streets or drives.
6. The Contractor shall be responsible for coordinating with the Engineer for street closure locations and times.
7. Construction shall not be performed on holidays or weekends unless prior approval is received in writing from the Engineer.
8. The Contractor is responsible for avoiding any and all utilities when setting sign posts and will be required to coordinate their activities with any and all utility companies whether their facility is indicated on the plans or not.
9. Street plates shall be A36 certified steel a minimum of 1 inch thick. The plate shall be securely anchored and all edges of the plate shall be ramped with hot mix asphalt. If hot mix asphalt is not available, cold mix may be used. A Steel Plate Ahead warning sign (W8-24) with a Type B warning light shall be installed at the location of the street plate, or where the temporary road surface is left below the final surface elevation (unless an asphalt wedge is installed on the leading and trailing edges).
10. Any construction activities which require the closing of a lane of traffic on thoroughfares (arterial streets) or collector streets shall not occur between the hours of 7:00 a.m. to 8:30 a.m. and 4:00 p.m. to 6:00 p.m. or on holidays or weekends, unless prior approval is received from the Engineer or there are emergency repairs necessary by a utility company or their representative.



Sign Designations

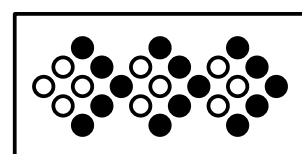
Subscript Codes

L – Left
 R – Right
 S – Straight
 AL – Advance Left
 AR – Advance Right
 DL – Diagonal Left
 DR – Diagonal Right

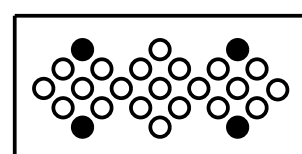
Notes

1. Sizes shown are for conventional roadways.
2. Signs (11), (12), and (13), shall be mounted on Portable Barricade/Channelizer

<u>Type</u>	<u>Min. Size</u>	<u>Min. # of Elements</u>	<u>Usage</u>
A	48"x24"	12	Speed Limit \leq 30 MPH
B	60"x30"	13	Speed Limit = 35, 40, 45 MPH
C	96"x48"	15	Speed Limit \geq 50 MPH

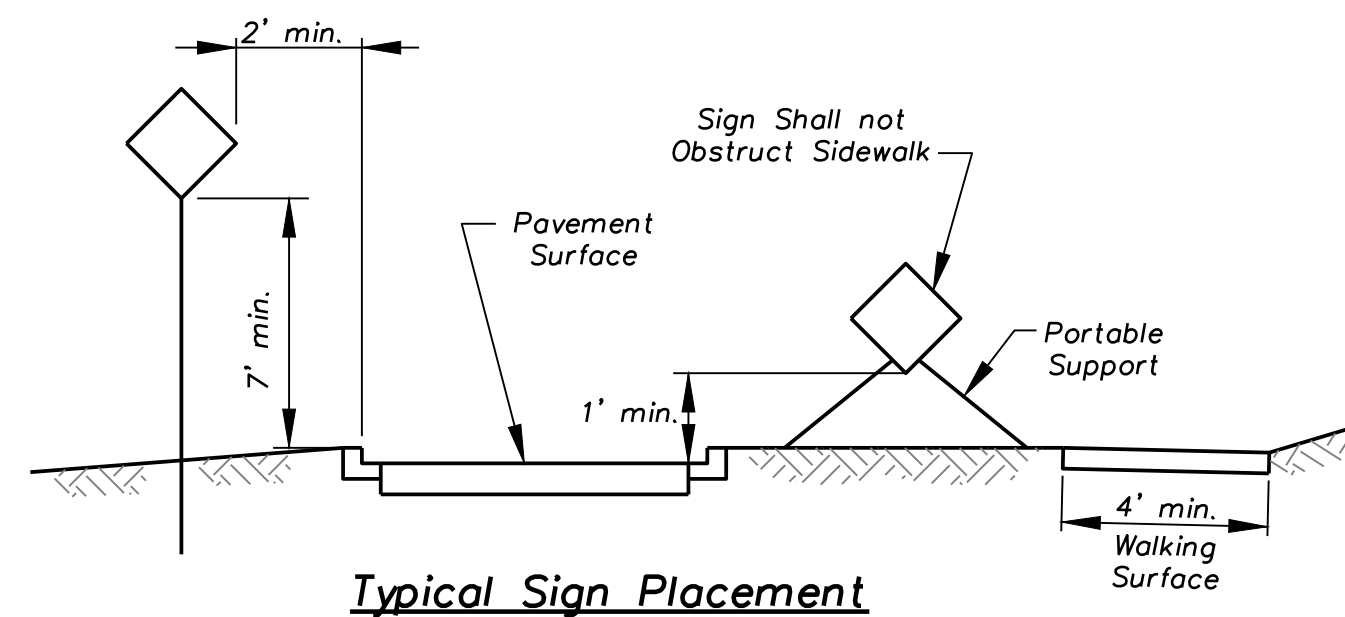


Arrow board shall be set in the sequential chevron or flashing arrow mode for lane closures.



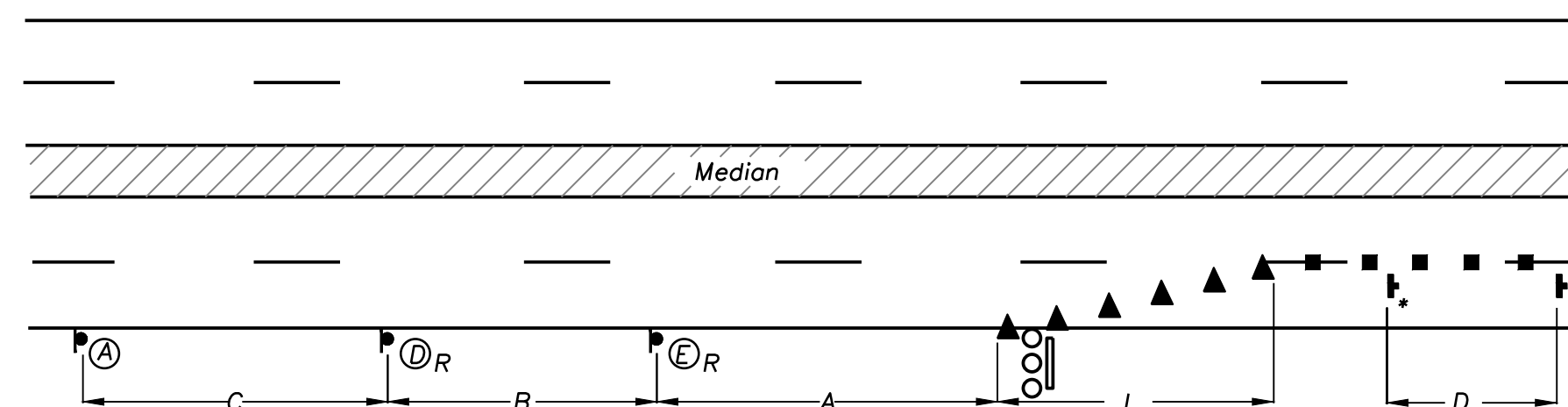
Arrow board shall be set in the flashing caution mode for shoulder work, roadside work near the shoulder, or temporary closing of one lane on a two-lane, two-way roadway.

Arrow Board



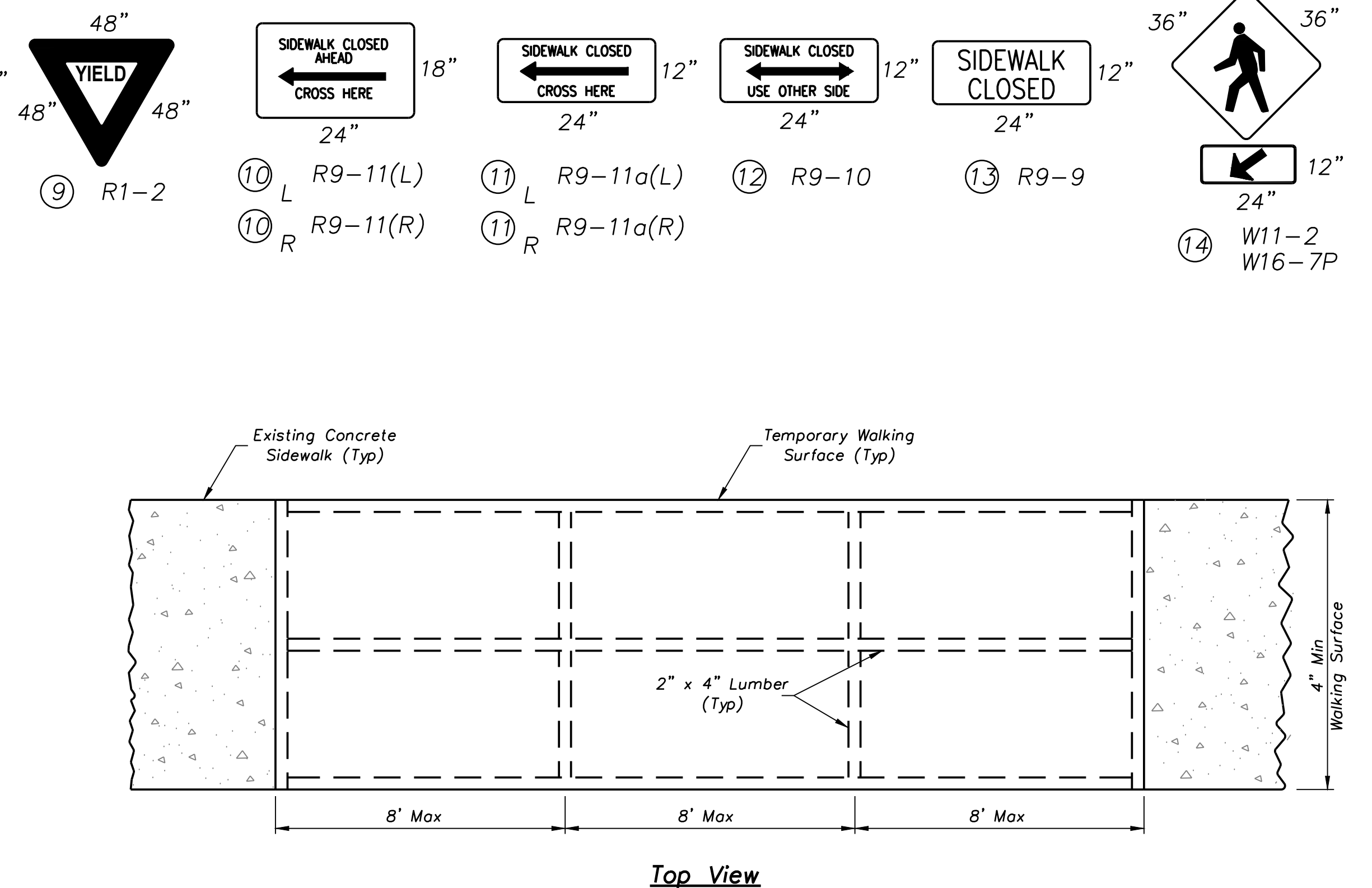
Advance Warning Sign Spacing Table

Road Type	Minimum Distance Between Signs			
	A	B	C	D
Urban (Speed Limit \leq 30 MPH)	100'	100'	100'	100'
Urban (Speed Limit \geq 35 MPH)	350'	350'	350'	150'
Rural (Speed Limit \leq 40 MPH)	350'	350'	350'	200'
Rural (Speed Limit $>$ 40 MPH)	500'	500'	500'	200'

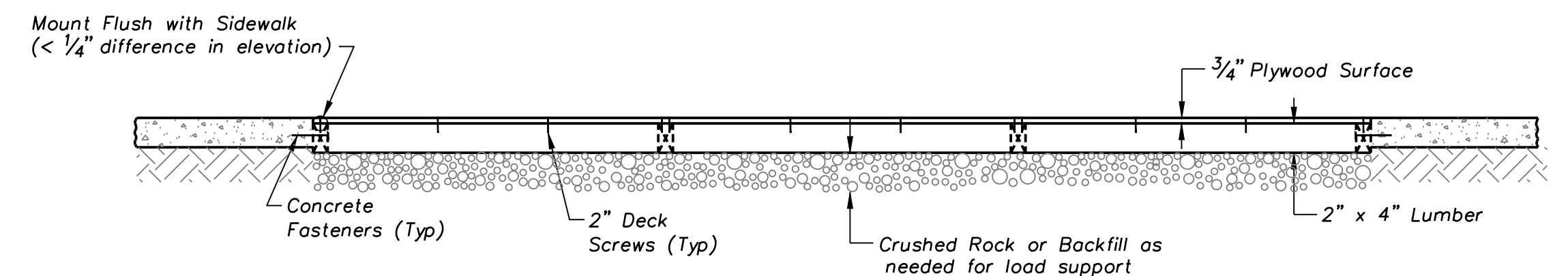


Typical Sign Spacing

Note: * Applies to any subsequent sign in the work zone.



Top View



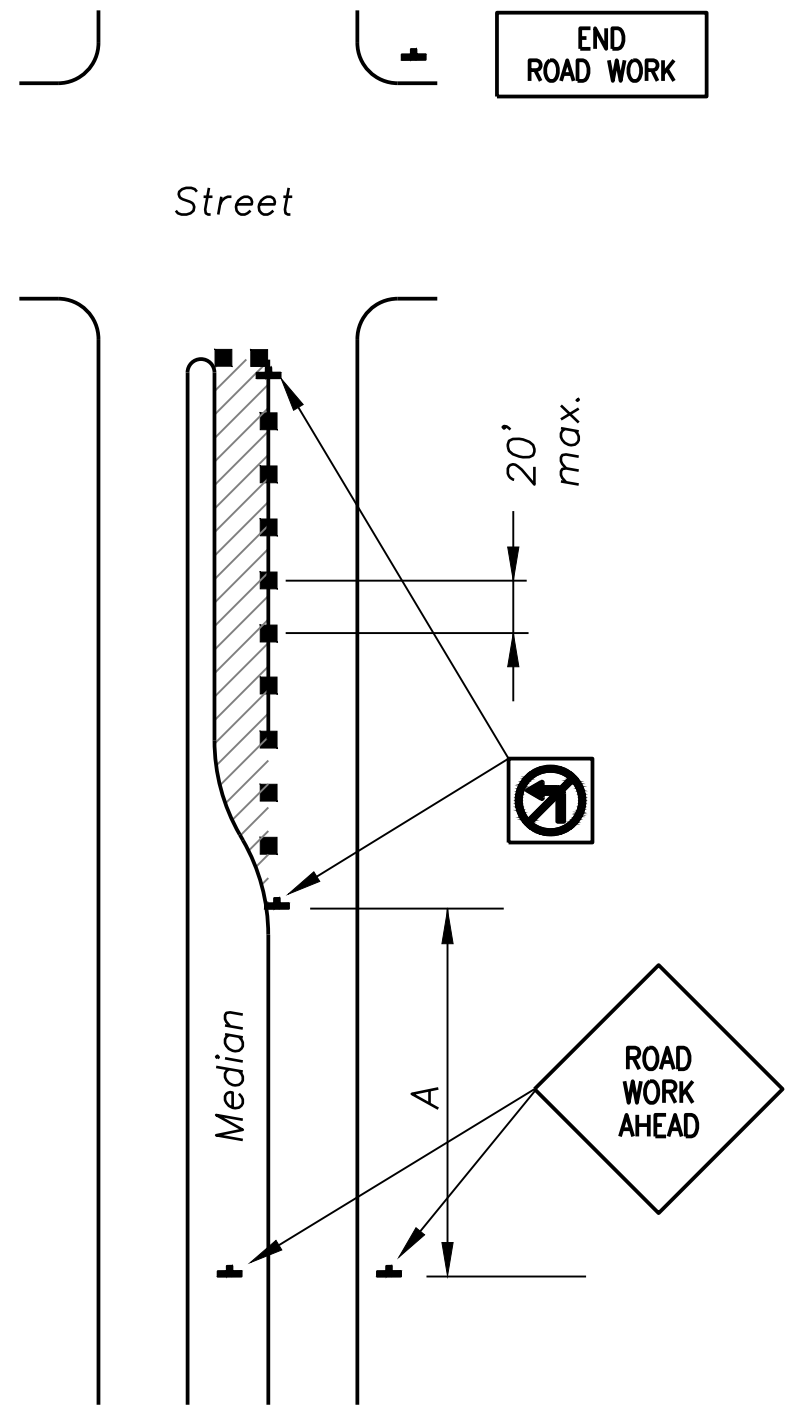
Side View

Temporary Sidewalk Detail

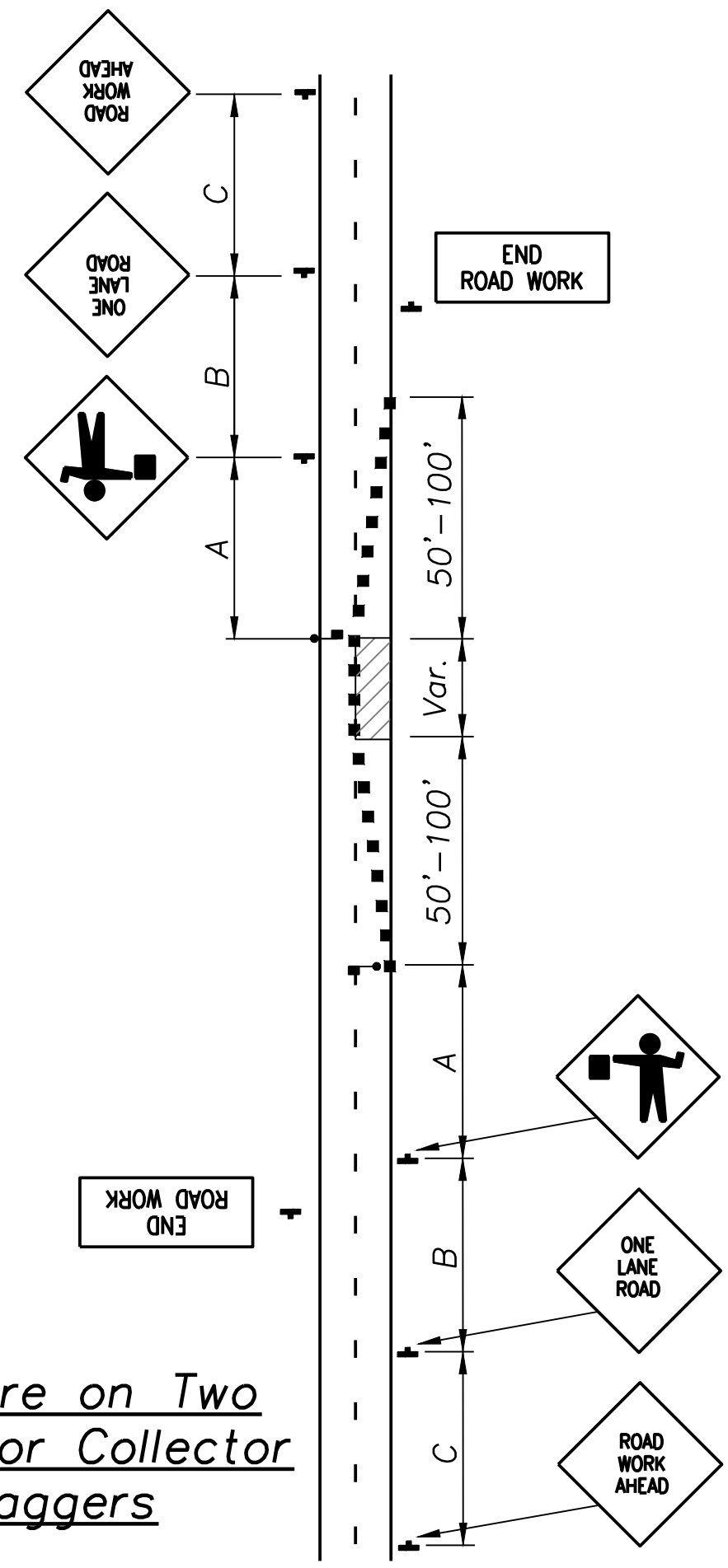
Notes

1. A temporary sidewalk may be installed, in lieu of providing a pedestrian detour, when removing sidewalk panels during construction with approval of the Engineer.
2. The temporary sidewalk shall be installed immediately after the sidewalk has been removed.
3. As an alternative to the temporary boardwalk sidewalk, the contractor may opt to backfill with digable flowable fill up to the surface of the existing sidewalk elevations.

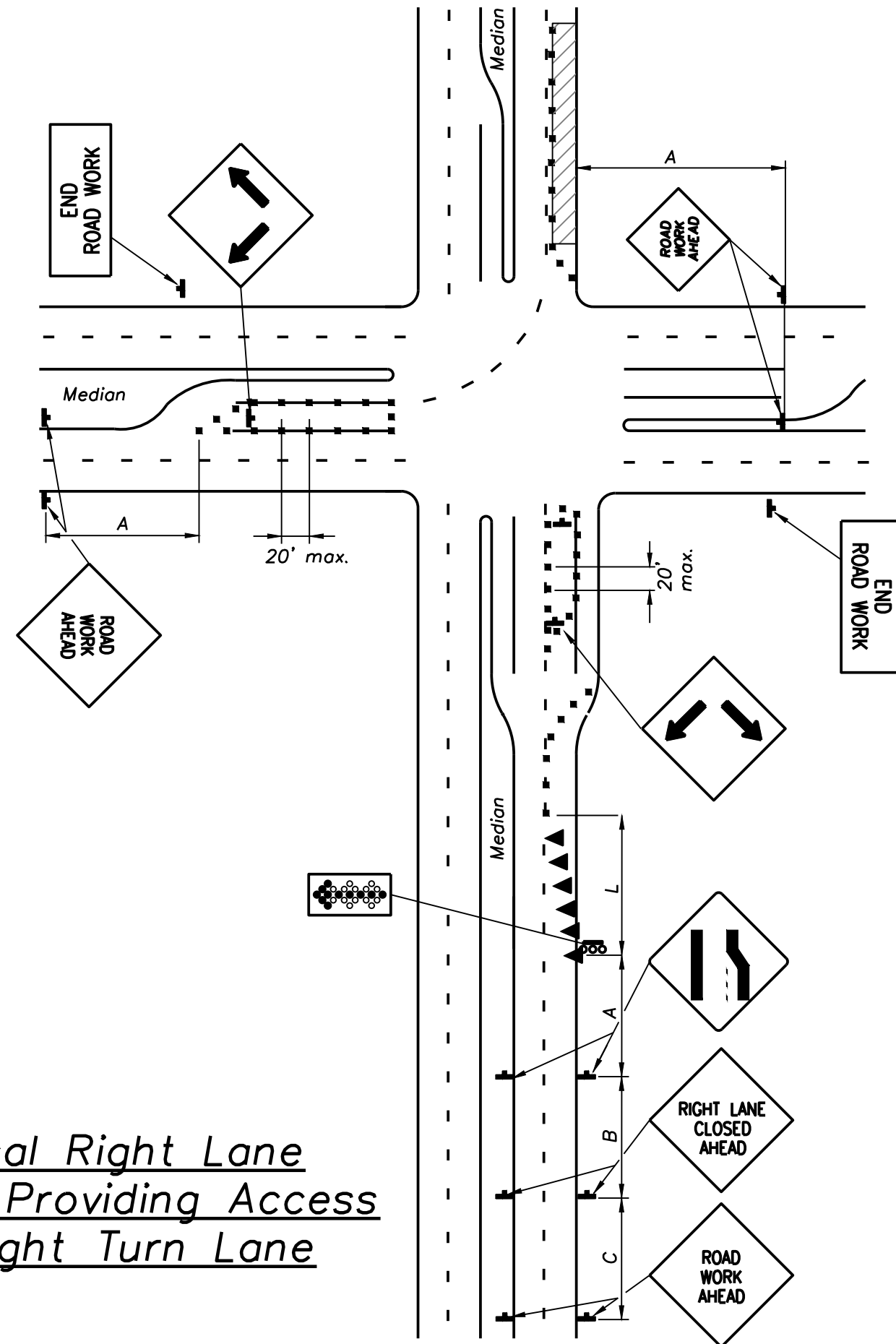
Typical Left Turn Lane Closure



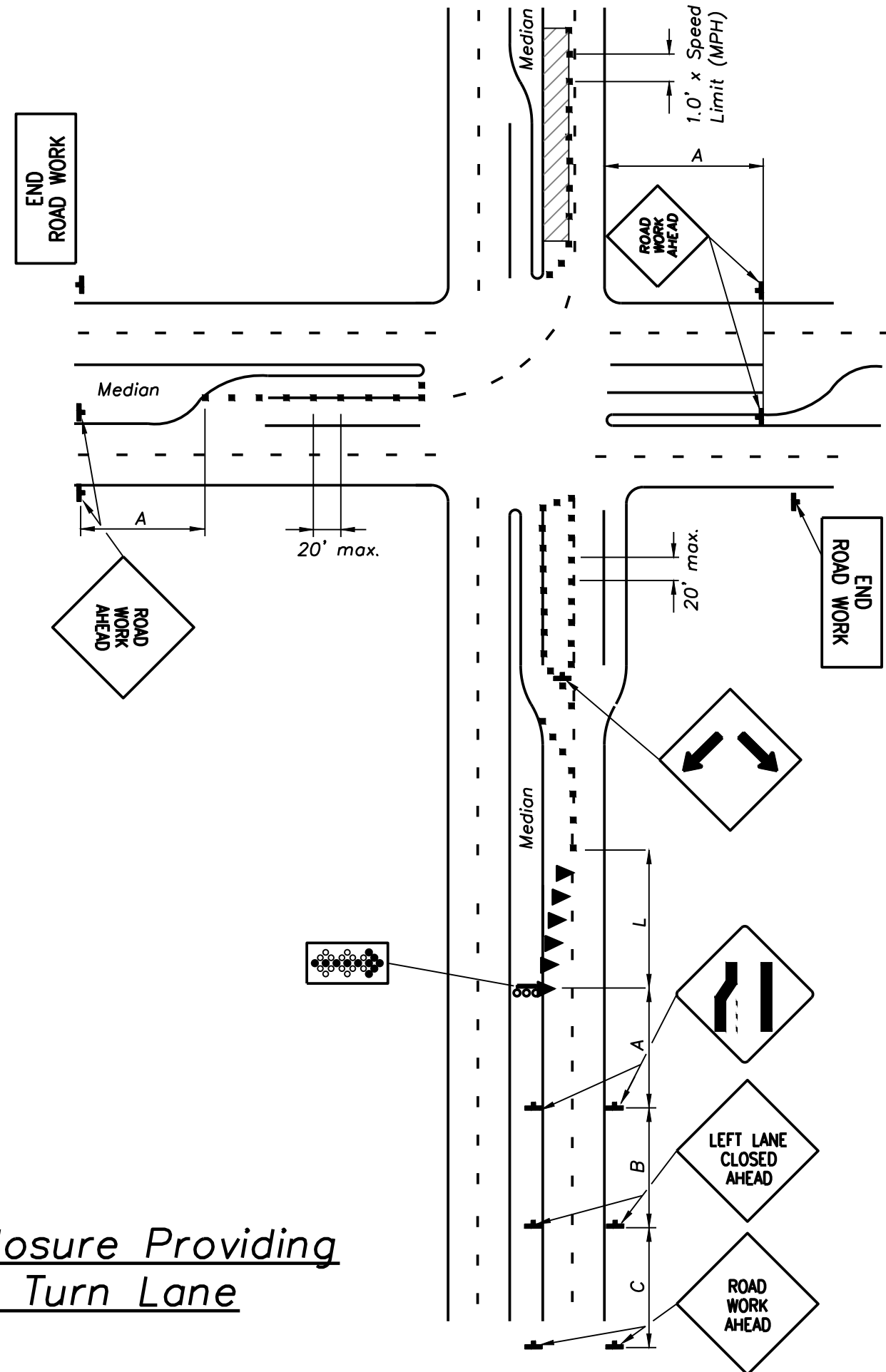
Typical Lane Closure on Two Lane Thoroughfare or Collector Road Using Flaggers



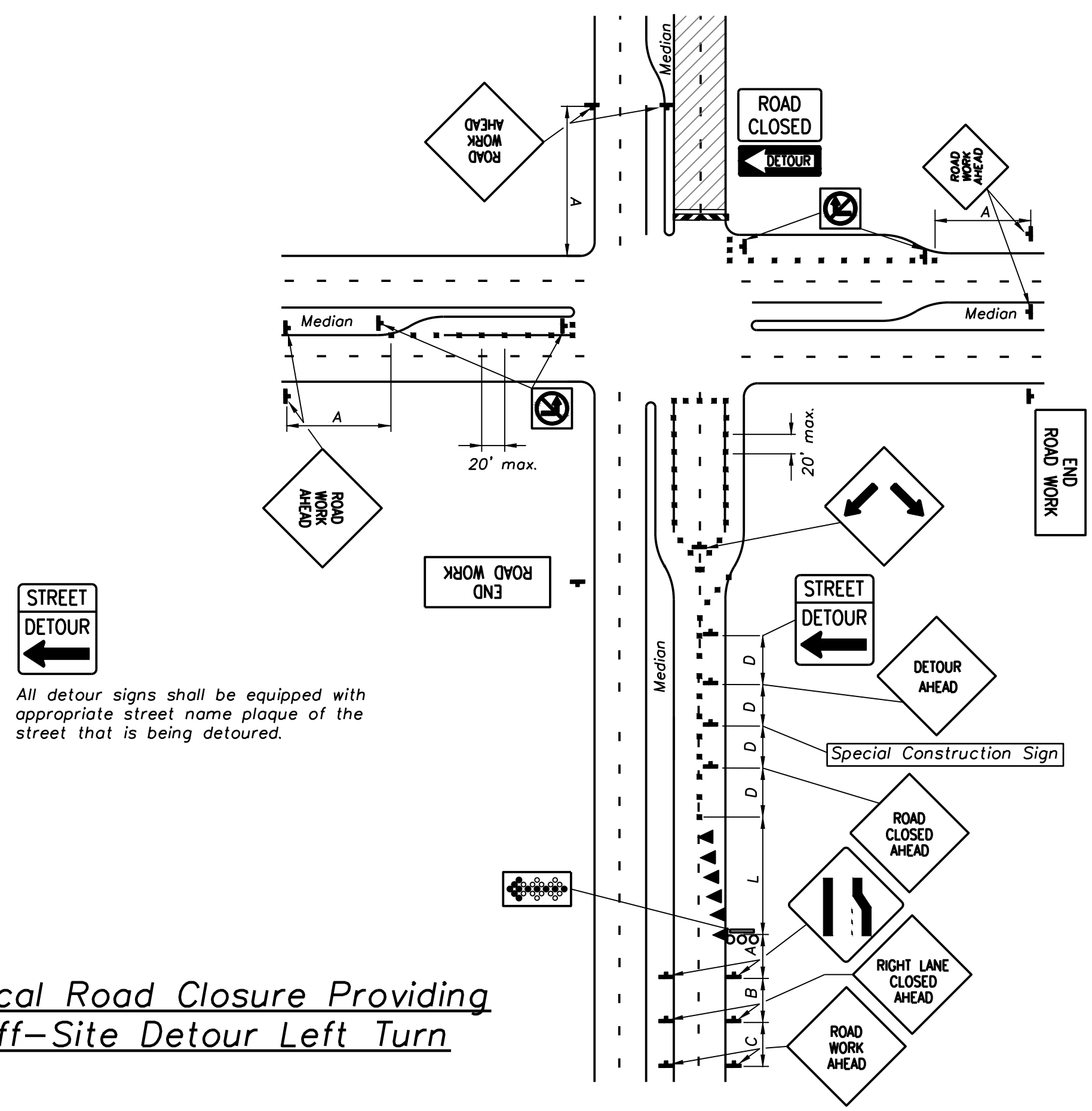
Typical Right Lane Closure Providing Access to Right Turn Lane



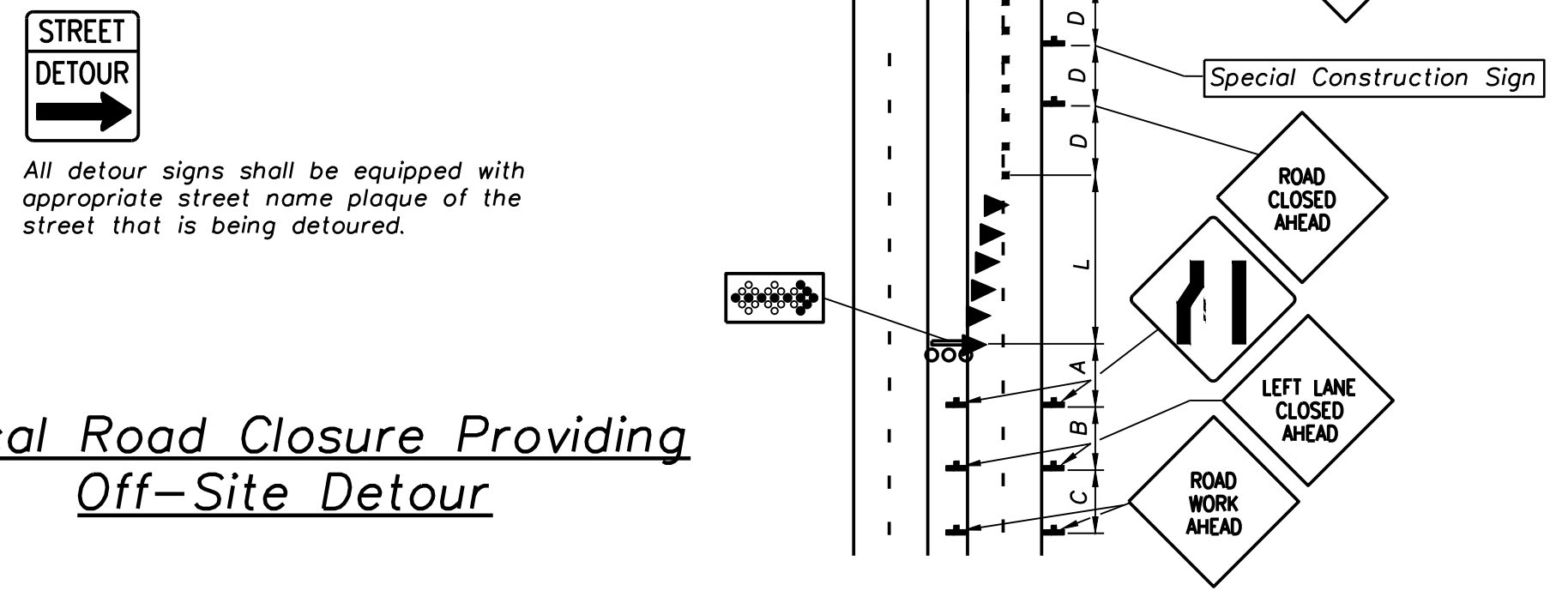
Typical Left Lane Closure Providing Access to Left Turn Lane

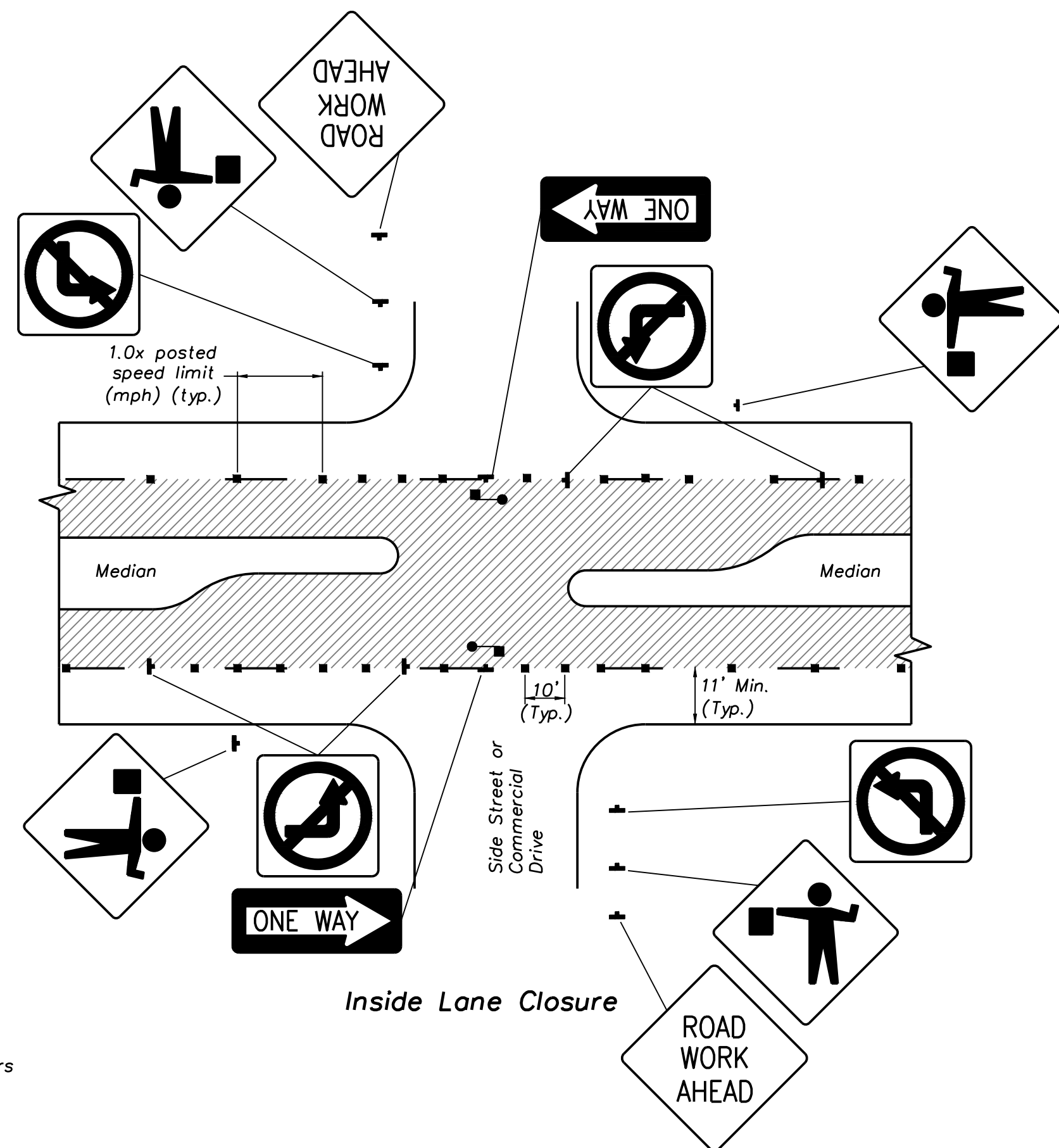
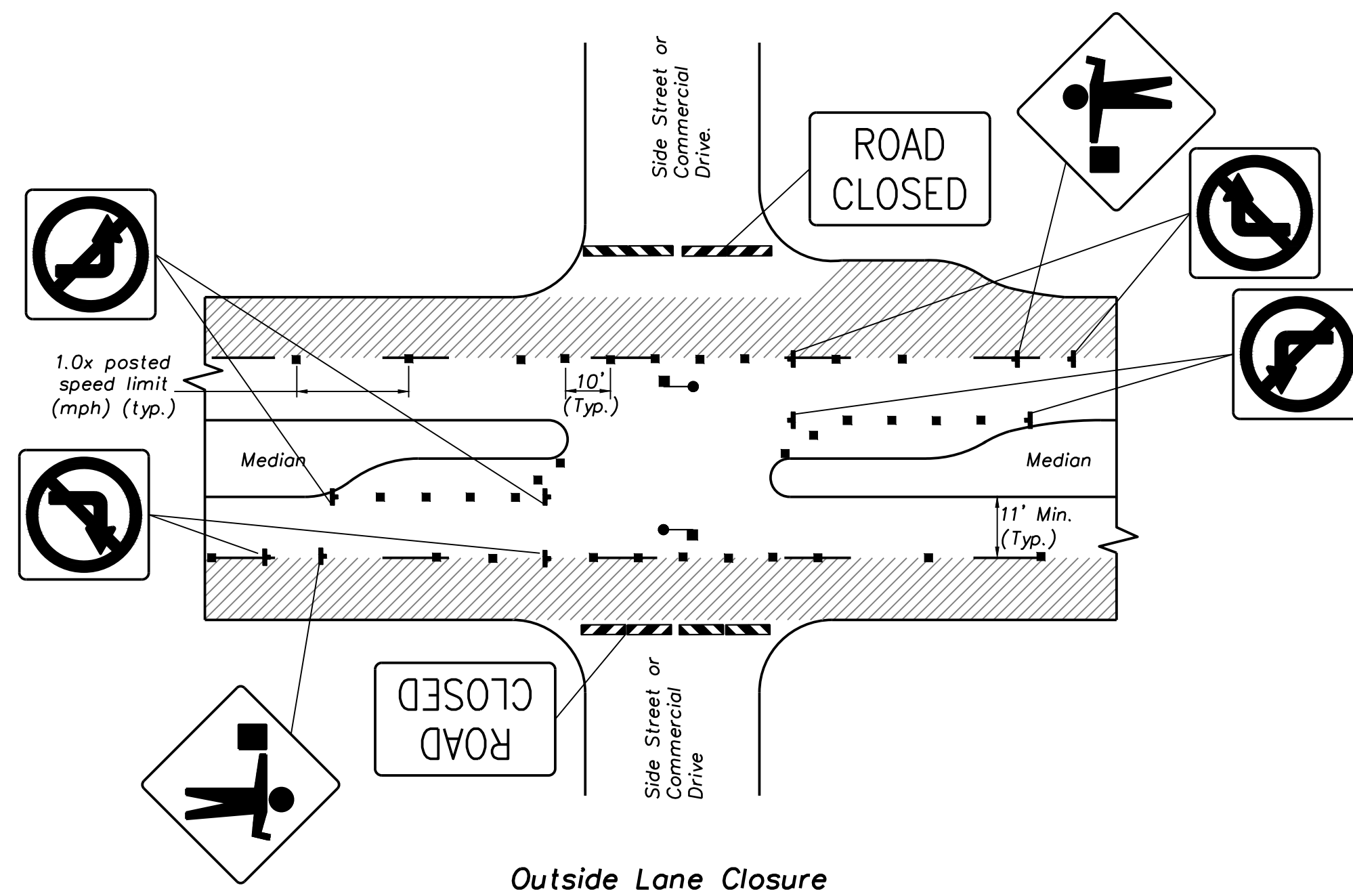
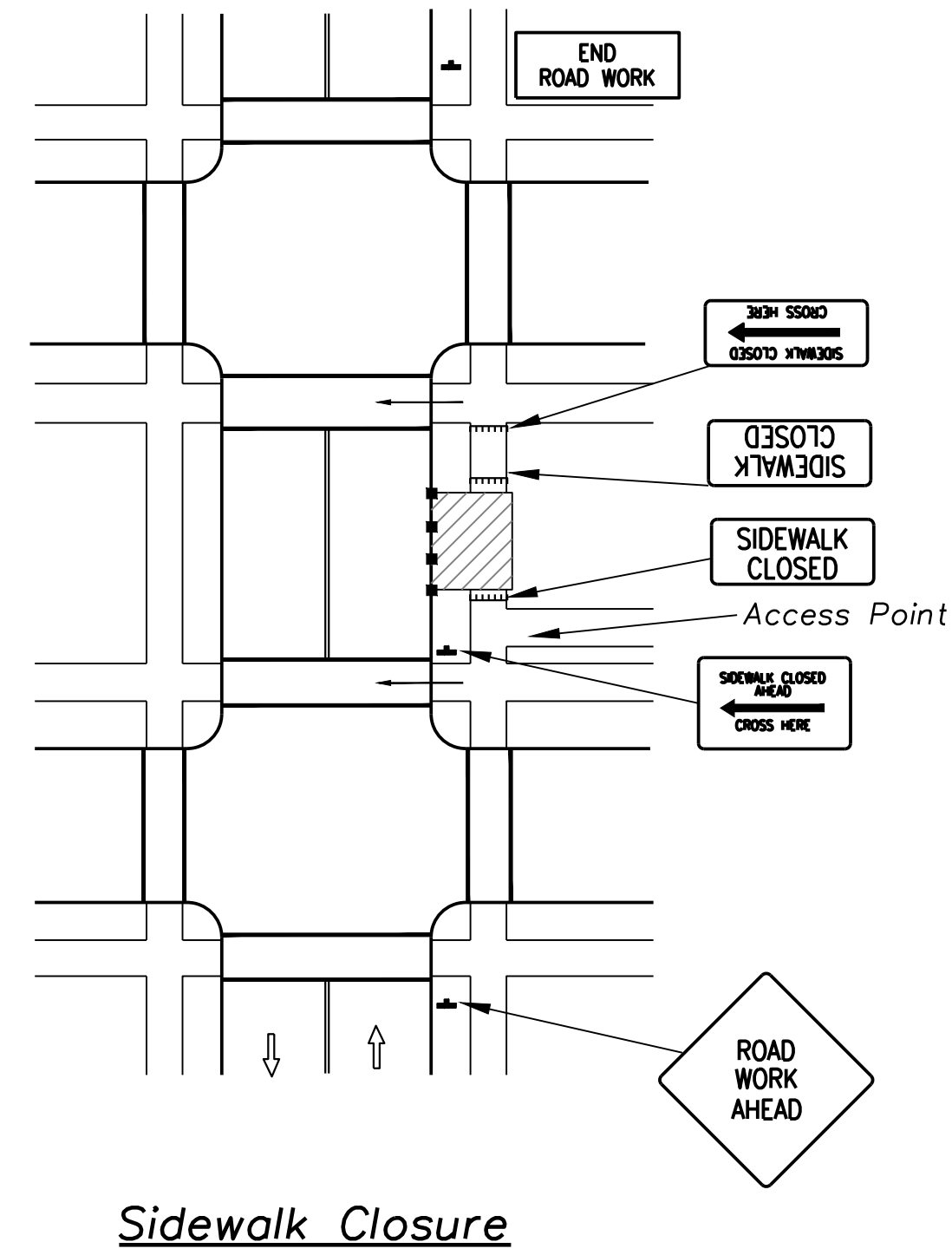
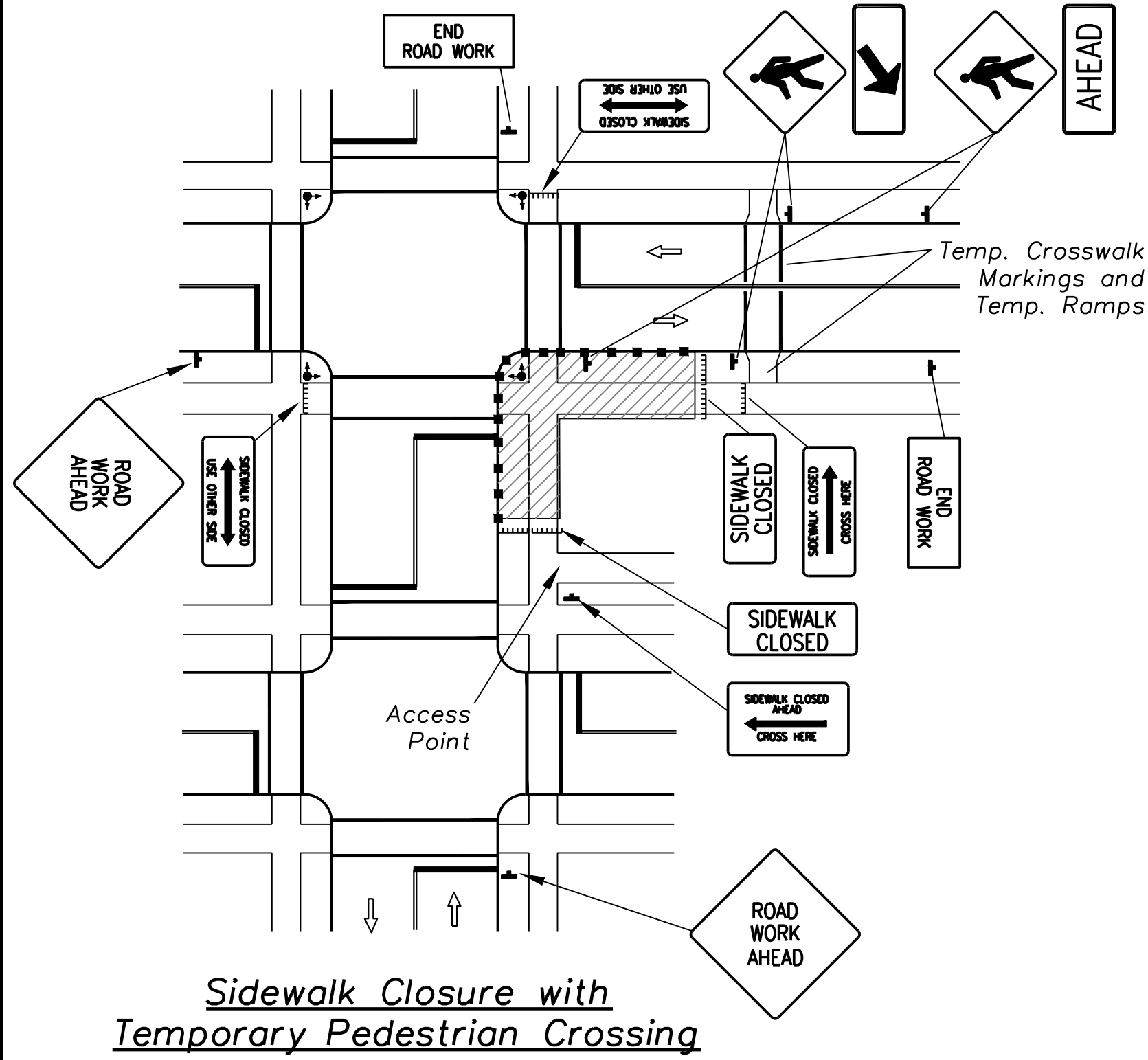
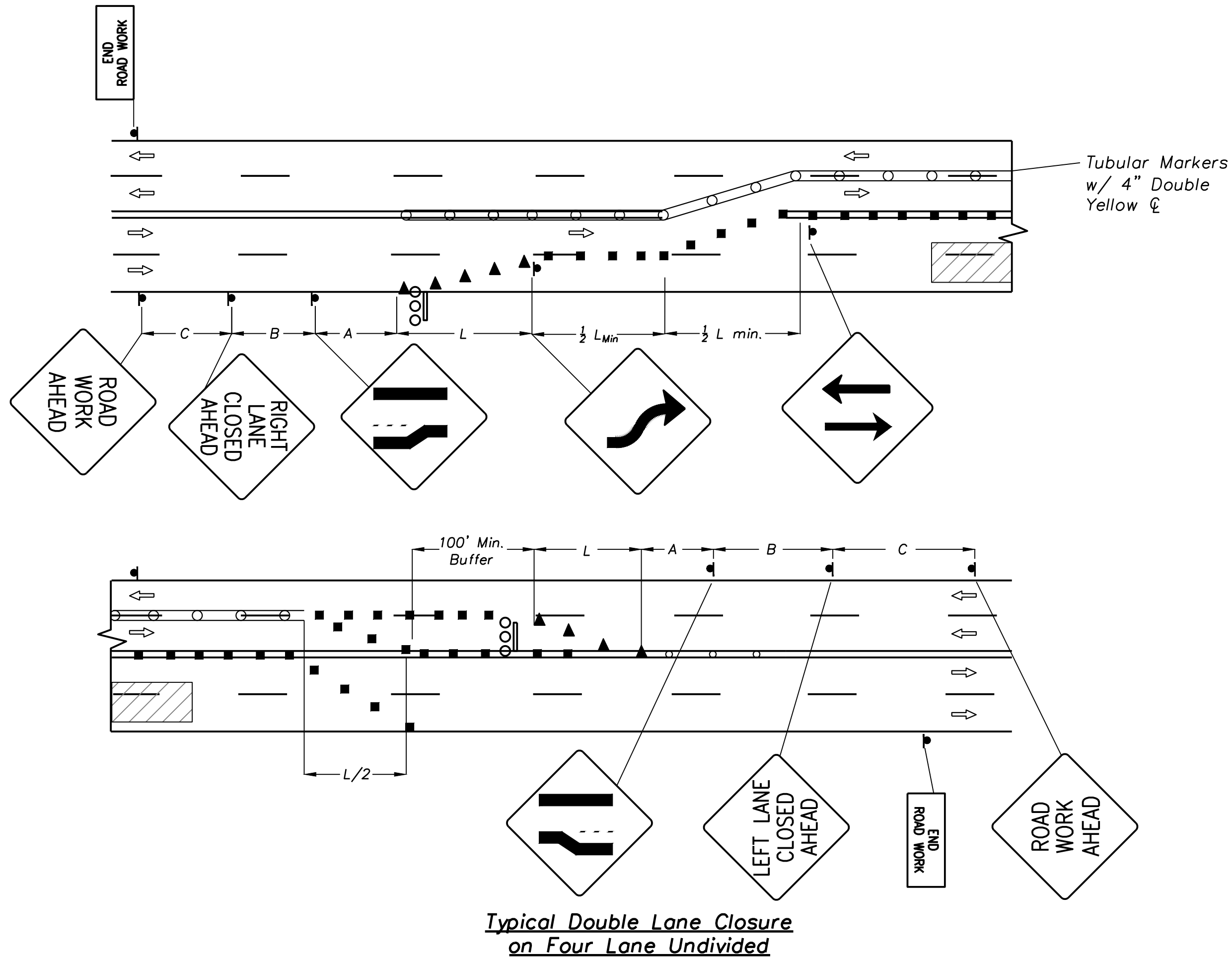


Typical Road Closure Providing Off-Site Detour Left Turn



Typical Road Closure Providing Off-Site Detour





Note:
A minimum of two (2) properly equipped flaggers
shall be used at the intersection. Additional flaggers
may be required as directed by the Engineer.

Overlay Lane Closure Details

L/K	NO.	DATE	BY
1	09/01/2021		
2			
3			

NO.	DATE	BY
1	09/01/2021	
2		
3		

SHEET NO.	TOTAL SHEETS
49	53