Appendix A
Public Meeting Material
"This information is available in alternative accessible formats. To obtain an alternative format, contact the Kansas Department of Transportation, Office of Public and Employee Information, 7th Floor, Docking State Office Building, Topeka, Kansas, 66612-1568 or phone (785) 296-3585 (Voice)/(TTY)."
ROUNDABOUTS

Roundabouts are used throughout the world in countries such as England, Australia and in recent years here in the United States to reduce injury accidents, traffic delays, fuel consumption, air pollution and construction costs, while moving more traffic and enhancing intersection beauty. They have also successfully been used to control traffic speeds in residential neighborhoods and are accepted as one of the safest types of intersection design.

A roundabout is a circular intersection but very different than the traffic circle used previously in this country. The major differences between a traffic circle and a roundabout are:

Yield at Entry
At roundabouts the entering traffic yields the right-of-way to the circulating traffic. This yield-at-entry rule keeps traffic from locking-up and allows free flow movement.

Deflection
The splitter and center island of a roundabout deflects entering traffic and reinforces the yielding process.

Flare
The entry to a roundabout often flares out from one or two lanes to two or three lanes at the yield line to provide increased capacity (ability to move traffic).

WHY USE A ROUNDABOUT?

1. Safety—Roundabouts have been shown to reduce fatal and injury accidents as much as 75%. The reduction in accidents is attributed to slower speeds and reduced number of conflict points. (See Figure 2)

2. Low Maintenance—Eliminates maintenance costs associated with traffic signals which amount to approximately $3,500 per year per intersection. In addition, electricity costs are reduced with a savings of approximately $1,500 per year per intersection.

3. Reduced Delay—By yielding at the entry rather than stopping and waiting for a green light, delay is significantly reduced.

4. Capacity—Intersections with a high volume of left turns are better handled by a roundabout than a multi-phased traffic signal.

5. Environmental—A reduction in delay corresponds to a decrease in fuel consumption and air pollution.

6. Aesthetics—The central island provides an opportunity to beautify the intersection with landscaping.

HOW TO DRIVE A ROUNDABOUT

As you approach a roundabout there will be a YIELD sign and dashed yield line. Slow down, watch for pedestrians and bicyclists, and be prepared to stop if necessary. When you enter, yield to circulating traffic on the left, but do not stop if it is clear.

A conventional roundabout will have ONE-WAY signs mounted in the center island. They help guide traffic and indicate that you must drive to the right of the center island. Upon passing the street prior to your exit, turn on your right turn signal and watch for pedestrians and bicyclists as you exit.

Left turns are completed by traveling around the center island. (See Figure 3)
The proposed improvements at the intersection of US-75 and K-31/K-268 are being designed and constructed in response to residents of the surrounding communities requesting a “safer type of intersection.” The crash history at the intersection from January 2004 to August 2009 totals 24 crashes, including one fatality and fifteen that resulted in injuries. The roundabout is designed to address these safety concerns. A national study conducted by the Transportation Research Board in 2007 documented a reduction of 35% in total crashes, and 76% in injury and fatality crashes, when an intersection is converted to a roundabout.

This roundabout is also designed to accommodate oversized trucks, or "superloads." US-75 is a North-South corridor through Kansas for these large trucks; including equipment such as turbines and blades for the wind energy industry. This roundabout can accommodate current wind energy industry trucks, as well as standard load lengths up to 80 ft. Specialty carriers with rear steering can accommodate lengths of 195 ft. or longer.

The project also includes a new park and ride facility on the southeast corner of the intersection that will be accessible from K-268. This project is funded by T-WORKS, the transportation program passed by the Kansas Legislature in May 2010. Find out more about this and other T-WORKS projects at: http://kdotapp.ksdot.org/TWorks/. Construction is scheduled to begin in late spring 2012 with a completion date in late summer of 2013.

For questions or more information contact:

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**PHASE 1 - 2012**
- Traffic will continue to use existing roadway while temporary detour roadways are constructed to carry traffic around construction site.
- New park and ride facility is constructed with access road to the temporary detour roadway south of the facility.
- Upon completion of temporary roadways, traffic will be rerouted onto the temporary detour routes. The temporary intersection will have stop signs on K-31/K-268. US-75 traffic will not stop.
- The roundabout intersection, realigned approach roadways, widening of existing approaches, curb and gutter, and the storm sewer system are constructed in this phase with the exception of short segments on the south and west approach that are impacted by the detour routes.

**PHASE 2 - 2012-2013**
- North and southbound traffic on US-75 will be rerouted to the new roadway. East and westbound traffic on K-31/K-268 will continue to use the temporary detour. The temporary intersection will have stop signs on K-31/K-268. US-75 traffic will not stop.
- New pavement will be constructed in the segment on K-31 west of the roundabout that was impacted by the detour route in Phase 1.
- Curbs and splitter island median will not be constructed in order to allow traffic to utilize the US-75 detour route in Phase 3.

**PHASE 3 - 2013**
- North and southbound traffic on US-75 will be rerouted to the temporary detour. East and westbound traffic on K-31/K-268 will be rerouted to the new roadway. The temporary intersection will have stop signs on K-31/K-268. US-75 traffic will not stop.
- New pavement, curbs and medians will be constructed in the segment on US-75 south of the roundabout that was impacted by the detour route in Phases 1 and 2.
- The temporary detour for north and southbound traffic will be removed.

**PHASE 4 - 2013**
- All traffic will be routed on the new roadway. Temporary closures with flaggers may be required for short periods of time.
- Curb and splitter island median will be constructed west of the roundabout on K-31 in the segment impacted by the detour route.
- The temporary detour for east and westbound traffic will be removed.
Questions or Concerns Contact:

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CONSTRUCTION PHASE 1

PHASE I
• Traffic will continue to use existing roadway while temporary detour roadways are constructed to carry traffic around construction site.
• New park and ride facility is constructed with access road to the temporary detour roadway south of the facility.
• Upon completion of temporary roadways, traffic will be rerouted onto the temporary detour routes. The temporary intersection will have stop signs on K-31/K-268. US-75 traffic will not stop.
• The roundabout intersection, realigned approach roadways, widening of existing approaches, curb and gutter, and the storm sewer system are constructed in this phase with the exception of short segments on the south and west approach that are impacted by the detour routes.

PHASE 2
• North and southbound traffic on US-75 will be rerouted to the new roadway. East and westbound traffic on K-31/K-268 will continue to use the temporary detour. The temporary intersection will have stop signs on K-31/K-268. US-75 traffic will not stop.
• New pavement will be constructed in the segment on K-31 west of the roundabout that was impacted by the detour route in Phase 1. Curbs and splitter island median will not be constructed in order to allow traffic to utilize the US-75 detour route in Phase 3.

PHASE 3
• North and southbound traffic on US-75 will be rerouted to the temporary detour. East and westbound traffic on K-31/K-268 will be rerouted to the new roadway. The temporary intersection will have stop signs on K-31/K-268. US-75 traffic will not stop.
• New pavement, curbs and medians will be constructed in the segment on US-75 south of the roundabout that was impacted by the detour route in Phases 1 and 2.
• The temporary detour for east and westbound traffic will be removed.

PHASE 4
• All traffic will be routed on the new roadway. Temporary closures with flaggers may be required for short periods of time.
• Curb and splitter island median will be constructed west of the roundabout on K-31 in the segment impacted by the detour route.
• The temporary detour for north and southbound traffic will be removed.

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KDOT makes no warranties, guarantees, or representations for the accuracy of this information and assumes no liability for errors or omissions.
Appendix B
Shoofly Bypass Examples
Exhibit B-1. Proposed roundabout in conjunction with realignment to the existing roadway
Appendix C
Example Joint Layouts
* All Soapings measured to edge of roadway.
Appendix D
Example Signing Plans
RUMBLE STRIPS

NOTES:
1. Rumble strip shall consist of 2.5 - 2 x 4" grooves at 12" spacing. Install rumble strips on US-75 approaches.
2. Locations shown for rumble strips are approximate, final placement shall be determined by the engineer in the field.
3. Rumble strips are subsidiary to concrete pavement.
Appendix E
US-77/US-166 Roundabout –
Arkansas City, Kansas
NOTES:

1. Ground signs shall be placed at the approximate locations shown on the plan and shall be fixed as needed. If necessary, to avoid conflicts with existing signs, the desired location(s) may be as shown on the plan. Signs shall be as furnished.

2. Dated assembly at the rear or far right of the intersection.

3. The traffic control plan for this project includes only the phases of work along the intersection of US-77 and US-166 shall be based on the construction US-77 traffic signal plan via State Street and US-166 will be detour via KI-497 at or as shown on the plan.

4. Work situations will specifically appear on the traffic control plan shall be handled in accordance with the Kansas traffic control plans shown in this diagram and as directed by the Engineer. The Contractor shall receive all proposed traffic control plans with the Engineer in charge of construction prior to implementation.

5. The Contractor shall be responsible for maintaining access to properties during construction.

6. All temporary pavement markings shall be type I permanent pavement markings. The Contractor shall maintain all temporary pavement markings throughout the project.

7. Existing signs in conflict with the traffic control plan or the final as-constructed configuration shall be removed or replaced and other signs to be placed on site for removal of the same as directed by the Engineer in charge of construction. Existing signs necessary for traffic control operation shall be adjusted and/or replaced as necessary and as directed by the Engineer in charge of construction to provide proper visibility.

8. As work is completed, the Contractor shall install permanent signs and markings as directed by the Engineer.

9. Placement of signs and other devices shown in these plans may be adjusted to more accurately reflect field conditions as directed by the Engineer. The Contractor is responsible for ensuring any and all details when setting signs and other devices with the final as-constructed plans.

10. Traffic Control Signs (12 Signs) Type III Barriers (79 Signs)

11. Special Detour Sign (1) (See Sheet 23)

12. Special Detour Sign (2) (See Sheet 23)
Appendix F
US-400/K-47 Roundabout – Fredonia, Kansas
GENERAL TRAFFIC CONTROL NOTES

1. The traffic control plan for this project includes five major phasest of work. The contractor shall be notified of developing an alternate traffic control plan and shall provide a predicated plan for review and approval at least two weeks prior to proposed implementation.

2. This traffic control plan will cover a major portion of the work involved in this project. Work situations not specifically covered in the traffic control plans shall be handled in accordance with the typical traffic control layouts shown in these plans and as directed by the engineer. The contractor shall receive all proposed traffic control layouts with the engineer in charge of construction prior to implementation.

3. Traffic control shall be coordinated with other construction and maintenance projects within the area as directed by the engineer in charge of construction. The contractor shall provide information on planned roadway and lane closures to coordinate traffic control plans with city, county, and other traffic personnel at least two weeks prior to proposed implementation.

4. The contractor shall be responsible for maintaining access to all properties during construction.

5. Unless otherwise noted on the traffic control plans, temporary pavement markings shall be placed temporarily. Permanent pavement markings shall be placed as permanent pavement markings throughout their intended service lives.

6. Existing signs in conflict with the traffic control plans or the final lane configuration shall be removed or relocated and either reset or stored on site for retrieval by the owner as directed by the engineer in charge of construction. Existing signs necessary for traffic during construction shall be relocated and later reset as necessary and as directed by the engineer in charge of construction to provide proper visibility.

7. As work is completed, the contractor shall install permanent signs and markings as shown on these plans or as directed by the engineer.

8. Placement of signs and other devices show on these plans may be adjusted to move accurately reflect field conditions as directed by the engineer. The contractor shall be responsible for avoiding any and all utilities when setting sign posts and shall coordinate activities with the engineer. The final location of all traffic control devices as shown on the plans may be adjusted as necessary by the engineer. The contractor is responsible for providing temporary facilities for the signs and temporary lighting as necessary.

9. All work required for handling traffic during construction that is not covered by a specific item shall be considered supplementary to other traffic control devices.

(A) Additional notes for general traffic control and traffic control devices are shown on standard sheets T330, T340, T340A, and T40 (sheets 1/2 to 1/5).

LEGEND

- Begin Work in Phase 1 Complete prior to Phase 4
- Begin Work in Phase 2 Complete prior to Phase 4
- Begin Work in Phase 3 Complete prior to Phase 4
- Begin Work in Phase 4 Complete prior to Phase 5A
- Begin Work in Phase 5A Complete prior to Phase 5B
- Phase 5B

Construction Sequencing Overview and General Notes
NOTES:

1. Detour signs shall be placed at the approximate location shown on the plan and shall be field adjusted, if necessary, to avoid conflicts with existing signs. The desired minimum spacing between adjacent signs is 600 feet. Unless otherwise shown, the typical approximate placement for various signs shall be as follows:

   - Directional assemblies at the near or far right corner of the intersection
   - Approach lanes or Turn assemblies: 200 feet in advance of the directional assembly
   - End Detour assembly: 100 feet beyond the adjacent intersection

2. Area of road closure varies for each of the three phases (area shown on this plan applies for Phase 3 only). See the Phase 3, Phase 4, and Phase 5A Traffic Control plans for area of road closure, additional detour signages, and Type III Barricades placement at closure areas.

LEGEND:
- Area of Road Closure
- Traffic Control Sign (1-Plast)
- Type III Barricades

DETOUR PLAN
WESTBOUND K-47
PHASES 3, 4, AND 5A
NOTES:
1. Detour signs shall be placed at the approximate location shown on the plan and shall be field adjusted, if necessary, to avoid conflicts with existing signs. The desired distance, spacing between adjacent signs is 200 feet. Unless otherwise shown, the typical approach is placed for various signs shall be as follows.

Directional assemblies of the rear or far right corner of the intersection approach route turn, installations at 400 feet in advance of the directional assembly. End Detour and Construction assemblies, 100 feet begin the adjacent intersection.

2. See the Phase 4 and Phase 5A traffic control plans for area of road closure and Type III Barricade placement at closure areas.
Appendix G
US-75/K-31/K-268 Roundabout – Osage County, Kansas
TYPICAL SECTION
SPLITTED ISLAND

STA. R=98,00 TO STA. R=101,25
STA. 6 (H=14) TO STA. 9 (H=24)

TYPICAL SECTION

STA. R=101,25 TO STA. R=105,00
STA. 9 (H=24) TO STA. 12 (H=36)

TYPICAL SECTION

STA. R=105,00 TO STA. R=108,00
STA. 12 (H=36) TO STA. 25 (H=48)

DIMENSION

<table>
<thead>
<tr>
<th>Type</th>
<th>Length of Dimension</th>
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4 Dimensions and scales for white included in this drawing. Color details shown in right side apply to left side details as indicated on plan and profile sheets. See notes and encroachments for additional details.

KANSAS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
GENERAL TRAFFIC CONTROL NOTES

1. The traffic control plan for this project includes four major phases of work. The contractor has the option of developing an alternate traffic control plan and submitting it to the engineer for review and approval (at least two weeks prior to proposed implementation).

2. This traffic control plan will cover the majority of the work involved in this project. Work situations not specifically covered by the traffic control plans shall be handled in accordance with the typical traffic control layouts shown in these plans, and as directed by the engineer. The contractor shall review all proposed traffic control layouts with the engineer in charge of construction prior to implementation.

3. The contractor shall be responsible for maintaining access to all properties during construction and shall keep all traffic lanes clear of mud and debris.

4. Unless otherwise noted, the traffic control plans, temporary pavement markings shall be Type I temporary pavement markings, Type 2 temporary pavement markings, and Type 2 temporary pavement markings for all pavement that will be removed (i.e., the shaded portion). The contractor shall maintain all temporary pavement markings for the duration of the project.

5. Existing signs necessary for traffic during construction shall be adjusted (and later restored) as necessary and as directed by the engineer in charge of construction to provide proper visibility.

6. As work is completed, the contractor shall install permanent signs and markings in accordance with traffic signs shown on these plans as directed by the engineer.

7. Placement of signs and other devices shown in these plans may be adjusted to more accurately reflect field conditions. As directed by the engineer, the contractor is responsible for avoiding any and all utilities when setting sign posts and shall coordinate activities with any and all utility companies whether their facility is shown on the plans or not. The engineer in charge of construction will approve the final location of all traffic control devices.

8. Any work required for handling traffic during construction that is not covered by a specific bid item shall be considered supplementary to other traffic control bid items.

9. Additional notes for general traffic controls and traffic control devices are shown on the engineering sheets included in these plans.

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4 WORK AREA

NOTE: Unless otherwise noted, all work initiated in a particular phase shall be completed prior to beginning the next phase.
PHASE 1 NOTES


3. ALL PHASE 1 WORK SHALL BE COMPLETED PRIOR TO BEGINNING PHASE 2.

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- RETROREFLECTIVE CHANNELIZING DEVICE
- TRAFFIC CONTROL, SIGN (1 POST)
- TRAFFIC CONTROL, SIGN (2 POSTS)
- TYPE III BARRIERS
- BI-DIRECTIONAL TEMP, RAISED PAVEMENT MARKER (TYPE 2)
- K-SHAPE INVERTER DUAL BEAM AND WARNING LIGHTS

KANSAS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLAN
PHASE 1
US-75 AND K-33/K-268

SCALE 1" = 10'
PHASE 2 NOTES

1. PHASE 2 WORK INCLUDES CONSTRUCTION OF THE ROUNDABOUT WITH THE EXCEPTION OF A SIGNS ON THE WEST LEG AND CURB AND GUTTER ON THE SOUTH LEG THAT IMPACTS DETOUR ROUTING. DURING THIS PHASE, US-75 AND K-35 TRAFFIC SHALL USE DETOUR ROUTING.

2. ALL PHASE 2 WORK ALONG US-75 AND K-358 SHALL BE COMPLETED PRIOR TO REVERSING PHASE 2. PHASE 2 WORK ALONG K-35 MAY CONTINUE INTO PHASE 3.
PHASE 2 NOTES


2. ALL PHASE 2 WORK ALONG US-75 AND K-268 SHALL BE COMPLETED FIRST TO BEGINNING PHASE 3. PHASE 2 WORK ALONG K-33 MAY CONTINUE INTO PHASE 3.

LEGEND

- WORK AREA
- DIRECTION OF TRAVEL
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TRAFFIC CONTROL SIGN (1 FIST)
- TRAFFIC CONTROL SIGN (2 FISTS)
- TYPE III MARKER(S)
- Bi-Directional, Temp., Raised Pavement Marker (Type 2)
- Fluorescent Red-Orange Flags and Warning Light

KANSAS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLAN
PHASE 2
K-33 AND K-268

EXISTING MARKINGS (USE IN PLACE)
- STANDARD MARKER ASSEMBLY PART OF K-33, T-736

RELOCATED EXISTING MARKER ASSEMBLY
- EXISTING SIGN ASSEMBLY, USED IN PLACE,
  - STANDARD SIGN ASSEMBLY PART OF K-33, T-736
  (SHOWN HERE FOR LOCATION PURPOSES ONLY)
PHASE 3 NOTES


2. CONTRACTOR SHALL INSTALL ALL APPROPRIATE PERMANENT MARKING AND SIGNING ALONG US-75 AND K-268 PRIOR TO BEGINNING PHASE 3 WORK.

3. ALL PHASE 3 WORK SHALL BE COMPLETED PRIOR TO BEGINNING PHASE 3.

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- RECONFIGURABLE CHANNELED DEVICE
- TRAFFIC CONTROL SIGN (1 POST)
- TRAFFIC CONTROL SIGN (2 POSTS)
- TYPE III BARRIERS
- CHANNELIZATION/ROPE BARRIERS
- WARNING LIGHTS

Kansas Department of Transportation
Traffic Control Plan
Phase 3
US-75
PHASE 3 NOTES


2. CONTRACTOR SHALL INSTALL ALL APPLICABLE PERMANENT MARKING AND SIGNING ALONG US-75 AND K-268 PRIOR TO BEGINNING PHASE 3 WORK.

3. ALL PHASE 3 WORK SHALL BE COMPLETED PRIOR TO BEGINNING PHASE 4.

LEGEND

\[
\text{LEGEND}
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- **WORK AREA**
- **DIRECTION OF TRAVEL**
- **YIELDING MANAGEMENT CENTER (CHANNELIZING) DIVIDER**
- **TRAFFIC CONTROL SIGN (1 FOOT)**
- **TRAFFIC CONTROL SIGN (2 FOOT)**
- **TYPE III BARREN/ROAD**
- **IN-DIRECTION/temporary raised pavement marker (TYPE I)**
- **FOUR-STATE RED-GRAY/PINK FLAGS AND WARNING LIGHT**

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

PHASE 3

K-35 AND K-268

REVISION C, DATE TRIMMED, DRAWING NO. 410076, SHEET 18
PHASE 4 NOTES


2. CONTRACTOR SHALL INSTALL ALL APPLICABLE PERMANENT MARKINGS AND SIGNING ALONG US-75, K-31, AND K-268 PRIOR TO BEGINNING PHASE 4 WORK.

3. INSTALL ALL REMAINING PERMANENT MARKINGS ALONG SOUTH LEG OF US-75 AFTER THE CURB AND GUTTER HAS BEEN CONSTRUCTED.

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- RETROREFLECTORIZED CHANNELIZING DEVICE
- TRAFFIC CONTROL; SIGN (1 POST)
- TRAFFIC CONTROL; SIGN (2 POSTS)
- TYPE III BARRIAD(S)
  - BIG-DIRECTIONAL, TEMP, RAISED PAVEMENT MARKER (TYPE I)
- FULL-REFLECTIVE RED/ORANGE FLAGS AND WARNING LED"
Appendix H
K-7/Johnson Drive/55th Street Interchange Roundabout – Shawnee, Kansas
LEGEND

- 250W HIGH PRESSURE SODIUM COBRA HEAD LIGHT (30 MOUNTING HEIGHT)
- TWIN 250W HIGH PRESSURE SODIUM COBRA HEAD LIGHT (30 MOUNTING HEIGHT)
- 250W HIGH PRESSURE SODIUM COBRA HEAD LIGHT (125 MOUNTING HEIGHT)
- (0W HIGH PRESSURE SODIUM TUNNEL LUMINARE (ERGOD MOUNT))
- SERVICE BOX
- TYPE I JUNCTION BOX
- TYPE II JUNCTION BOX
- ABOVE GROUND JUNCTION BOX
- PAD MOUNTED CONTROL CENTER
- LIGHTING CABLE IN CONDUIT
- EXISTING CABLE IN CONDUIT

SCALE 0 20 40 60 80 100
CONSTRUCTION SEQUENCING PLAN

The Contractor shall be responsible for maintaining access to all parcel properties during construction.

The Contractor shall be responsible for requiring or requiring existing traffic signal equipment to be

damaged during construction activities.

The Contractor shall contact KDOR, signal operations staff, and City of Shawnee Traffic Engineer (913-272-6250),

as required, to determine any traffic signal changes.

Steel, steel plates, and concrete signals shall be locked in the location where crossovers are to be constructed. The cover plates and junction boxes will be removed with signals removed.

Sign-based signals shall be removed or completely covered when signals are turned off.

All signals equipment at Outer Creek Parkway shall become the property of the Contractor upon removal.

Traffic control measures shown on sequencing sheets are intended to show general traffic patterns. Refer to

Traffic Control Plans for detailed lane closures and traffic patterns.

PHASE 1A Construction


2. Construct fill and drainage structures from Shs. 58+460 to 62+00. Powder shall not be constructed until end of

3. Construct drain at the north entrance to Phase 1A construction.

4. Construct cross culverts at Shs. 62+500 and Shs. 64+100.

PHASE 1B Construction


2. Construct fill and drainage structures from Shs. 59+400 to 62+00 (CB) and 63+00 to 64+100 (CD).

3. Construct crossover drain at Shs. 62+500 and Shs. 64+100.

PHASE 1B Traffic

1. Lane and shoulder closure will result from Phase 1B construction.
Project: I-70 Construction
1. Construct NB I-70 ramp from 1 Sth St, 50-ft, to I-70, 52-ft, 45.
2. Construct NB I-70 from 1 Sth St, 50-ft, to 2 Sth St, 50-ft, 45.
3. Construct SB I-70 from 1 Sth St, 50-ft, to 2 Sth St, 50-ft, 45.
4. Construct EB I-70 from 2 Sth St, 50-ft, to I-70, 52-ft, 45.
5. Construct EB I-70 from 2 Sth St, 50-ft, to I-70, 52-ft, 45.
6. Construct SB I-70 from 1 Sth St, 50-ft, to I-70, 52-ft, 45.
7. Construct EB I-70 from 1 Sth St, 50-ft, to I-70, 52-ft, 45.
8. Construct EB I-70 from 1 Sth St, 50-ft, to I-70, 52-ft, 45.
9. Construct EB I-70 from 1 Sth St, 50-ft, to I-70, 52-ft, 45.
10. Construct EB I-70 from 1 Sth St, 50-ft, to I-70, 52-ft, 45.
11. Construct EB I-70 from 1 Sth St, 50-ft, to I-70, 52-ft, 45.

Project: I-70 Traffic
1. During Phase 2A, NB I-70 traffic will cross over 1 Sth St, 65-ft, and go south to harden on 50-ft, 45.
2. The signal at John St Drive will remain the same, 1 Sth St, 50-ft, 45.
3. Access to and from 1 Sth St, 50-ft, 45.
4. The signals at 1 Sth St, 50-ft, 45.
5. 1 Sth St, 50-ft, 45.
6. Access to 1 Sth St, 50-ft, 45.
7. Access to 1 Sth St, 50-ft, 45.
8. Access to 1 Sth St, 50-ft, 45.
9. Access to 1 Sth St, 50-ft, 45.
10. Access to 1 Sth St, 50-ft, 45.
11. Access to 1 Sth St, 50-ft, 45.

KANSAS DEPARTMENT OF TRANSPORTATION
PHASE 2A CONSTRUCTION SEQUENCING PLAN

1-44
PHASE 2B Construction
1. Phase 2B construction shall not commence until 18 months after completion of Phase 1A.

PHASE 2B Traffic
1. During Phase 2B, NB I-70 traffic will crossover at 5:30 a.m.-6:00 p.m. and go head-to-head with SB I-70 traffic until 8:00 a.m.-9:00 a.m.
2. The signal at Johnson Drive will remain in other access from K-7 west on 55th St. to the entrance for the development at the NE quadrant of the interchange.
3. Mega Lane Terraria will be closed immediately south of the roundabout. Traffic to exit from the development in the SW quadrant of the interchange will use Hedge Lane Terraria south to Clear Creek Parkway and to I-70.
4. 55th St. will be closed west of Meadow View Drive.
5. Traffic west of Meadow View Drive will be required to use 2nd St. K-7 to 4th Street.
6. Access from K-7 to Johnson Drive will be closed. Johnson Drive will be closed immediately west of Roberta Street.
7. Access to the Meadowbark Way commercial tract will be open from Johnson Drive to the east.
8. Access to the Meadowbark Way commercial tract to K-7 will be available from Meadowbark Drive to Southfield Road. 
PHASE 3: Construction
1. Construct I-70 to I-435 Temporary alignment from I-80, SH-65 to I-80.
2. Construct EB I-70 from I-80, SH-650,000 to SH-650,000.
3. Construct EB I-70 from I-80, SH-650,000 to SH-650,000.
4. Construct EB I-70 from I-80, SH-650,000 to SH-650,000.

PHASE 4: Traffic
1. Traffic on EB I-70 will use the proposed EB I-70 while the traffic on SB I-70 will use existing SB I-70 lanes.
2. 55th Street will be closed between 55th, S1=10,68 by S1=SH 650,000.
3. The Heritage Trail construction will be open for access to the development in the NW quadrant of the interchange from 55th Street to the west.
4. Traffic from 3rd Street West commercial tract to EB I-70 will use Johnson Drive east and traffic to SB I-70 will use Westside Drive to Silverlair to 45th Street.

KANSAS DEPARTMENT OF TRANSPORTATION
PHASE 3
CONSTRUCTION SEQUENCING PLAN
346
PHASE 4 Construction:
1. Construct SB 89 from 89A to 89B.
2. Construct SH 54 from 89A to 89B.

PHASE 4 Traffic:
1. During Phase 4 construction, SB 89 traffic will be limited to SH 54.
2. SB 89 traffic will be shifted to the right.
3. SB 89 traffic will be shifted to the right.
4. The Dove Wingman sign will be placed on the median of the interchange from SH 54 to the west.
5. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
6. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
7. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
8. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
9. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
10. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
11. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
12. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
13. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
14. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
15. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
16. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
17. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
18. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
19. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
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37. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
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51. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
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55. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
56. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
57. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
58. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
59. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
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65. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
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81. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
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83. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
84. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
85. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
86. Traffic on SH 54 from the east into the interchange will be closed to SH 54.
87. Traffic on SH 54 from the west into the interchange will be closed to SH 54.
PROJECT 5 - Construction

1. Complete SB X F T from E 55th St. 570'-00" to E 55th St. 650'-00".
2. Complete Clear Creek Parkway from Stps. 299'-00" to Stps. 3364'-00".

PHASE 5 - Traffic

1. Turn off and install signals at Clear Creek Parkway. Access to Clear Creek Parkway will be eliminated.
2. SB X F T traffic will be kept to head with R1 X F T traffic between the crossover points at E 55th St. 557'-00" and E 55th St. 644'-00".
3. Detour of R1 @ Johnson Drive will remain at full functionality.
4. Access to Johnson Drive will be via crossover points at E 55th St. 674'-00" and E 55th St. 582'-00".
5. SB X F T traffic and proposed lanes for SB X F T traffic.
6. 55th Street will be open and the reaccessor at Maple Lane Terrace will have full functionality.
PHASE 5

1. Continue US 77-P.T. from E. 11th St. to 55th St. or to 55th St., downhill.
2. Construct Clear Creek Parkway from 55th St. to 59th St. or to 59th St., downhill.

PHASE 6

1. US 77 P.T. traffic will be held in place with D.O.T. traffic between these crossovers at 6.1 E. 11th St., 55th St. or 55th St., downhill and E. 59th St.
KANSAS DEPARTMENT OF TRANSPORTATION
PHASE 3
DETOUR PLAN

Phase 3 Construction
Appendix I
K-18/Scenic Drive Roundabout – Riley County, Kansas
Note: Girder center shall have permanent Scenic Drive signage and pavement markings. Subject to temporary signage and marking plan to be reviewed prior to traffic configuration shown in this stage.