



**GENERAL CONSTRUCTION STAGING NOTES:**

- PHASES PROVIDE GENERAL OVERVIEW OF EXPECTED STAGING. REFER TO STAGING SHEETS FOR FURTHER DETAILS. THE CONSTRUCTION SCHEDULE SHALL BE IN ACCORDANCE WITH THE CONTRACT SUPPLEMENTAL PROVISIONS AND SPECIFICATIONS.
- NOT ALL SUB-STAGES ILLUSTRATED FOR LANE AT A TIME CONSTRUCTION AREAS.
- LISTS OF MAJOR CONSTRUCTION ACTIVITIES IN EACH STAGE ARE NOT NECESSARILY THE SUGGESTED ORDER OF COMPLETION. WORK IN SOME PHASES/STAGES MAY OVERLAP. FOR EXAMPLE, SOME PHASE II - STAGE 1 LDS WORK ON TAYLOR COULD COMMENCE DURING PHASE I - STAGE 3 IF TIME PERMITS.
- ALTERATIONS TO THE STAGING SHOWN HEREIN TO BE PRESENTED AND APPROVED IN WRITING BY THE CONTRACT ADMINISTRATOR AT LEAST TWO DAYS PRIOR TO IMPLEMENTING CHANGE. (TWO WEEKS PRIOR FOR FULL CLOSURES)
- CONTRACTOR LAYDOWN AREA ACCESS REFERS TO WHERE CONTRACTOR VEHICLES CAN ENTER OR EXIT THE TRAFFIC STREAM (FLAG PERSONS MAY BE REQUIRED). PROVIDE MINIMUM TWO WORKING DAYS NOTICE FOR CONTRACT ADMINISTRATOR TO REVIEW AND APPROVE EACH ACCESS. CONTRACTOR TO SUBMIT ACCESS PLAN AND LAYDOWN AREA AT COMMENCEMENT OF EACH PHASE.
- CONTRACTOR MAY CHOOSE TO SECURE ANY LAYDOWN AREA WITH TEMPORARY FENCING AS LONG AS IT DOES NOT IMPEDE TRAFFIC/PEDESTRIANS.
- STEP CUT AND SEAL CONCRETE JOINTS IN EXPOSED CONCRETE PAVEMENT JUST PRIOR TO OPENING AREAS TO GENERAL TRAFFIC.
- DO NOT PLACE TOP LIFT OF ASPHALT FOR ANY PERMANENT ASPHALT PAVEMENTS UNTIL PHASE IV - STAGE 2 (EXCEPT TAYLOR EASTBOUND LANES AND WAVERLEY NORTH OF MATHERS).
- LANDSCAPING OCCURS THROUGHOUT PROJECT AS AREAS ARE FINAL GRADED. DO NOT SEED RAIL EMBANKMENTS UNTIL TRACK CONSTRUCTION IS COMPLETE.
- UTILIZE TEMPORARY PUMPING OR OTHER METHODS TO DRAIN DITCHES AND EXCAVATIONS AS NECESSARY DURING STAGING. DISCHARGE LOCATIONS SHALL BE APPROVED BY THE CONTRACT ADMINISTRATOR.
- REFER TO RAILWAY DRAWINGS FOR RAILWAY STAGING DETAILS.
- ALL TEMPORARY PAVEMENT STRUCTURES FOR MEDIAN CROSSOVERS OR WIDENINGS SHOWN ON STAGING DRAWINGS TO BE CONSTRUCTED AS PER CROSS SECTION "B" IN PHASE I - STAGE 1 UNLESS OTHERWISE NOTED.

**GENERAL TRAFFIC CONTROL NOTES:**

- TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS.
- THE CONTRACTOR MAY NOT CLOSE LANES OR SIDEWALKS UNLESS WORK WILL COMMENCE WITHIN 24 HOURS. WORK MUST THEN PROCEED IN THE AREA CONTINUOUSLY UNLESS PAUSED DUE TO WORK BY OTHERS.
- WHEN NO WORK IS BEING PERFORMED ON A PARTICULAR ROADWAY/SIDEWALK AND PROVIDING IT IS SAFE FOR VEHICLES OR PEDESTRIANS, LANE CLOSURES WILL NOT BE PERMITTED.
- WHERE LEFT TURN LANES EXIST, AN ADDITIONAL LANE TO ACCOMMODATE THE LEFT TURN STORAGE SHALL BE MAINTAINED (A MINIMUM 15 m LONG), UNLESS OTHERWISE APPROVED BY THE CONTRACT ADMINISTRATOR.
- INTERSECTING LOCAL STREET, MEDIAN OPENING AND PRIVATE APPROACH ACCESS SHALL BE MAINTAINED AT ALL TIMES UNLESS JOINT/SLAB REPAIRS OR PLANING/PAVING OPERATIONS REQUIRE TEMPORARY CLOSURE. TEMPORARY CLOSURES ARE TO BE STAGGERED SUCH THAT CONSECUTIVE APPROACHES/INTERSECTIONS ARE NOT CLOSED AT THE SAME TIME. TEMPORARY COMPLETE CLOSURES SHALL BE NO LONGER THAN 10 MINUTES DURING ASPHALT PLANING/PAVING OPERATIONS AND SHALL BE COMPLETED DURING OFF PEAK HOURS.
- FLAG PERSONS MAY BE NECESSARY TO MAINTAIN THE FLOW OF TRAFFIC DURING CERTAIN WORK OPERATIONS.
- SHOULD THE CONTRACTOR BE UNABLE TO MAINTAIN PEDESTRIAN OR VEHICULAR ACCESS TO A RESIDENCE OR BUSINESS, HE/SHE SHALL REVIEW THE PLANNED DISRUPTION WITH THE BUSINESS OR RESIDENCE AND THE CONTRACT ADMINISTRATOR AND TAKE REASONABLE MEASURES TO MINIMIZE THE IMPACT. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 24 HOURS NOTIFICATION TO THE AFFECTED RESIDENCE OR BUSINESS AND THE CONTRACT ADMINISTRATOR, PRIOR TO DISRUPTION OF ACCESS.
- PEDESTRIAN AND CYCLIST ACCESS MUST BE MAINTAINED ON ONE SIDE OF EACH STREET AT ALL TIMES EXCEPT FOR HURST WAY UNLESS APPROVED BY THE CONTRACT ADMINISTRATOR. SEE STAGING DRAWINGS FOR SUGGESTED PEDESTRIAN ROUTES.
- INSTALL TEMPORARY SNOW FENCE AS NECESSARY IN LOCATIONS SUCH AS OPEN EXCAVATIONS THAT ARE ADJACENT TO PEDESTRIAN FACILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE SNOW FENCE IN A PROPER WORKING CONDITION.
- POLY POSTS DELINEATE TEMPORARY MEDIANS AND LANE EDGES.
- MAINTAIN ACCESS FOR EMERGENCY VEHICLES.

**GENERAL RAIL NOTES:**

- MAINTAIN ACCESS FOR C.N. AT ALL TIMES.
- LAYDOWN LIMITS NEAR RAIL LINES SUBJECT TO C.N.R. APPROVAL.
- COORDINATION AND COOPERATION WITH OTHERS (FOR EXAMPLE, RAIL CONSTRUCTION WILL REQUIRE UNRESTRICTED ACCESS FOR C.N. CONTRACTORS TO SHOOFLY EMBANKMENT AFTER DETOUR ROAD IN SERVICE)
- CONTACT BNSF RAILWAY PRIOR TO WORK NEAR THEIR TRACKS ON TAYLOR AT LINDSAY.
- PHASES OF THE PROJECT WILL HAVE C.N. INVOLVED WITH TEMPORARY TRAFFIC CONTROL.



UNDERGROUND STRUCTURES	B.M. ELEV.	DESIGNED BY		CHECKED BY		ENGINEER'S SEAL D.B. WIEBE Member 22480 REGISTERED PROFESSIONAL ENGINEER PROVINCE OF MANITOBA	CONSULTANT PROJECT NUMBER 16-3353	THE CITY OF WINNIPEG PUBLIC WORKS DEPARTMENT Winnipeg	CITY DRAWING NUMBER U-239-2016-C2-GE-025 SHEET 025 OF 052
SUPPLY U/G STRUCTURES DATE		TJH	DBW	TJH	DBW				
LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE, BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.		2	ADDENDUM #5	17/03/01	RDC				
		1	ADDENDUM #3	17/02/15	DBW				
		0	ISSUED FOR TENDER	17/01/09	DBW				
NO. REVISIONS	DATE	BY	DATE	DATE	DATE				