



Ridgeview Rd., 143rd St. to 151st St. Improvements
Project

PUBLIC MEETING NOTICE

Thursday, March 4, 4:30 - 6:00 p.m.

Zoom Link: zoom.us/j/99891062855

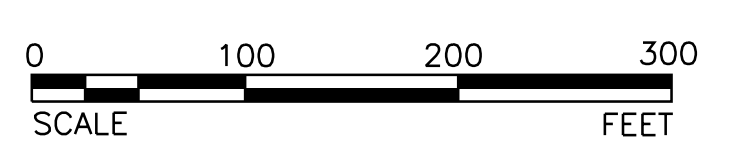
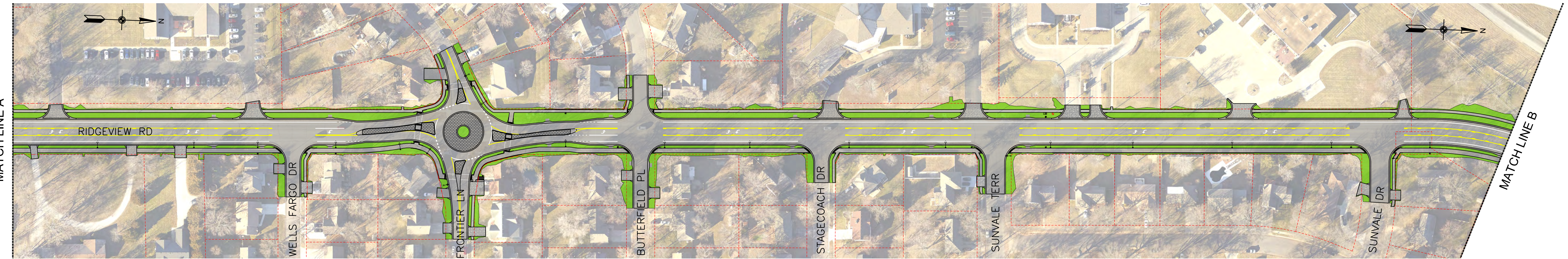
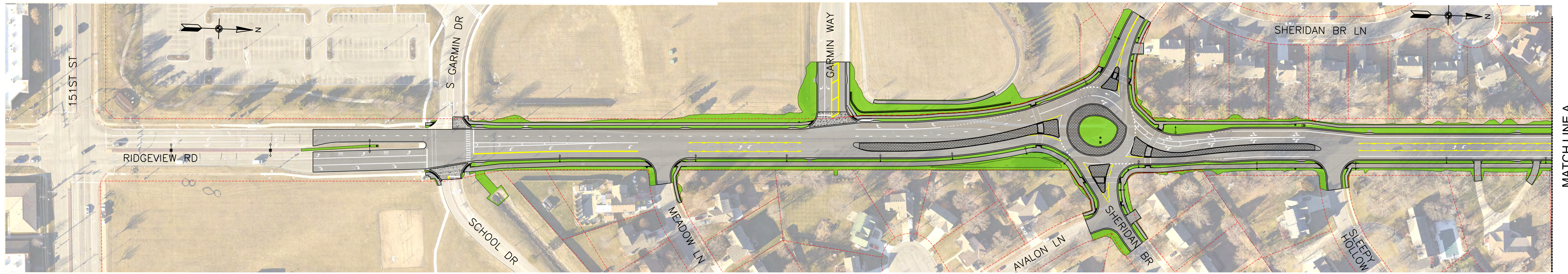
Meeting ID: 998 9106 2855

**We apologize for the technical difficulties at the previously
scheduled meeting on February 18.**

Meet with the City of Olathe and VF Anderson Builders to learn more
about the upcoming construction project at Ridgeview Rd.,
from 143rd St. to 151st St.

Ridgeview Rd. will be widened to add a center turn lane. Roundabouts will
be constructed at the intersections of Sheridan Bridge Ln. and Frontier Ln.
Ridgeview Rd. is scheduled to be closed to through traffic for construction
from March through the end of 2021.

Beginning at 4:30 p.m., this meeting will have a short presentation every
half hour followed by Q&A.



PUBLIC MEETING
 FEBRUARY 18, 2021
 RIDGEVIEW ROAD IMPROVEMENTS

Ridgeview Road, 143rd to 151st, Improvements

Project No. 3-C-058-19

Project Team:

Aaron Wasko – Project Manager, City of Olathe
AMWasko@OlatheKS.org, 913-971-9108

Jim McMillian – Project Inspector, City of Olathe
JLMcMillian@OlatheKS.org, 913-971-8533

Max Holt – Project Manager, VF Anderson Builders, LLC
maxvfbuilders@gmail.com, 660-351-0166

Tim Stevens – Project Superintendent, VF Anderson Builders, LLC
816-518-0831

Construction Schedule

- Utility Relocations expected to be completed by March 12th, 2021
- Project Start Date: March 15th, 2021
- Construction divided into two phases:
 - Phase 1 includes improvements between Sheridan Bridge Lane and Sheridan Street/143rd Street
 - Will begin with waterline and stormwater improvements
 - Road Reconstruction expected to begin in June 2021
 - Phase 2 includes improvements between 151st Street and Sheridan Bridge Lane
 - Expected to begin in September 2021
 - Project expected to be complete by end of 2021

CONSTRUCTION PHASING NOTES

1. The traffic control plan for this project includes two major phases of work to provide property owners limited construction interference throughout the duration of the project. 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).

Phase 1 work includes the majority of the Ridgeview Road improvements between roughly Sleepy Hollow Drive (Sta 231+75±) and Sheridan Street, including the proposed Frontier Lane roundabout.

Phase 2 work includes the remaining Ridgeview Road improvements between roughly Sleepy Hollow Drive (Sta 231+75±) and 151st Street, including the proposed Sheridan Bridge Lane roundabout.

Throughout both Phase 1 and Phase 2 work, Ridgeview Road shall be closed to through traffic between 151st Street and Sheridan Street (see Sheet 230 for the Ridgeview Road detour plan). Where Ridgeview Road is closed for construction, no traffic will generally be allowed except for properties or side streets that have no alternative access to using Ridgeview Road. Primary access for property owners will be via adjacent side streets and through the work zone on Ridgeview.

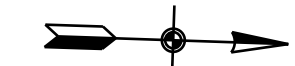
2. This traffic control plan will cover a major portion of the work involved on this project. Work situations not specifically covered by the traffic control plans shall be handled in accordance with the typical traffic control details shown in these plans, and as directed by the Engineer. The Contractor shall review all proposed traffic control layouts with the Engineer prior to implementation.

3. The Contractor shall be responsible for maintaining access to all properties that have no alternative access to using Ridgeview Road as noted on these plans. Unless otherwise noted, streets and driveways may be closed temporarily for construction; however, residents and business patrons shall be provided a smooth stable surface for vehicular and pedestrian access as well as parking. Unless otherwise approved by the Engineer, temporary paved surfacing (existing pavement, new pavement, or base rock) shall be used to meet this objective. No temporary asphalt pavement is required. Parking for local residents or patrons shall be located as close as possible to the property, but no further than approximately 100 feet away. The Contractor shall notify the affected property owner in writing 7-10 days prior to beginning the associated construction.

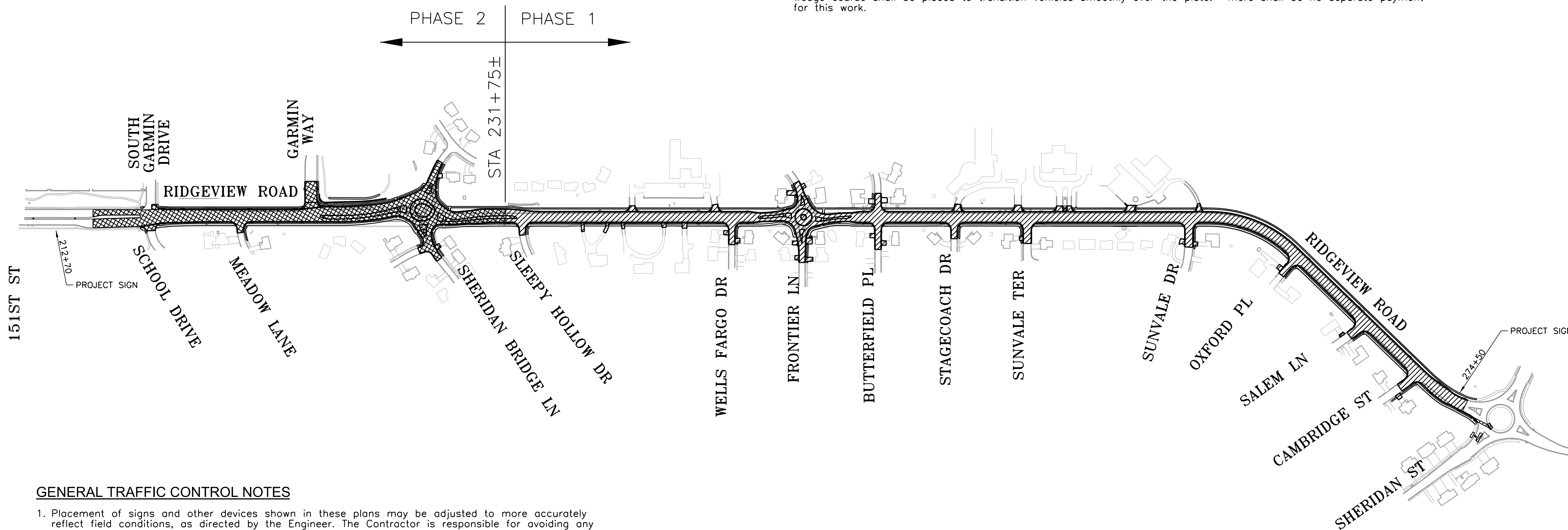
4. Pavement differentials in excess of two (2) inches at side streets and driveways that are in place prior to placement of the final asphalt surface course shall be mitigated by the Contractor using a wedge of temporary material (asphalt surfacing, or base rock) placed at a maximum 3:1 slope. There shall be no separate payment for this work.

5. The Contractor shall sequence sidewalk construction during a particular work phase so that pedestrian accessibility is maintained on at least one side of Ridgeview Road at all times. Temporary paved surfacing (existing pavement, new pavement, or base rock) may be used to meet this objective in conformance with ADA standards and as approved by the Engineer. For typical traffic control devices to be used for sidewalk closures, see Sheet 231.

6. When completing utility crossings outside of a closure area during a particular work phase (e.g., storm sewer work on Sheridan Street at Ridgeview), the Contractor may close one lane of travel (utilizing typical traffic control details). The Contractor shall sequence the work to maintain traffic access at all times. During non-working hours, all travel lanes shall be open and no pavement edge dropoffs shall be permitted. Street plates or temporary paved surfacing shall be used to maintain the existing lane configurations. Street plates, when used, shall be A36 certified steel at least 1-inch thick with lift hooks and securely fastened to the pavement as approved by the Engineer. An asphalt wedge course shall be placed to transition vehicles smoothly over the plate. There shall be no separate payment for this work.



NOT TO SCALE



GENERAL TRAFFIC CONTROL NOTES

1. 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 will approve the final location of all traffic control devices.
2. All existing pavement markings which conflict with any long-term stationary traffic control operation shall be removed immediately as directed by the Engineer. Long-term stationary work is defined as any work that occupies a location more than three (3) days. Pavement marking removal shall conform to KDOT Specifications. Upon completion of construction activities that require the removal of existing pavement markings, the Contractor shall either install temporary pavement markings at their pre-construction location, or if applicable, install permanent pavement markings at their proposed location (no separate payment).
3. Existing signs in conflict with the traffic control plans or the final lane configuration shall be covered or removed and either reset or stored on site for retrieval by the owner as directed by the Engineer. Existing signs necessary for traffic during construction shall be adjusted (and later reset) as necessary and as directed by the Engineer to provide proper visibility (no separate payment).
4. Channelization devices shall be spaced at 10-foot intervals or less across closed driveways/streets and around curb returns.
5. As construction is completed, the contractor shall install permanent signing and pavement markings in conformance with the traffic control plans and as directed by the Engineer.
6. Any work required for handling traffic during construction that is not specifically covered in these plans shall be considered subsidiary to the lump sum traffic control bid item.
7. Additional notes for general traffic control and traffic control devices are shown on the detail sheets included in these plans (Sheets 231 to 235).

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA

Tran Systems
 2400 PERSHING ROAD
 SUITE 400
 KANSAS CITY, MO 64108
 PHONE: 816-329-8600
 FAX: 816-329-8602

CONSULTANTS:

RIDGEVIEW ROAD IMPROVEMENTS
 CITY OF OLATHE, KANSAS



| REVISIONS: | DATE | DESCRIPTION |
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PROJ NO: 3-C-058-19
 SCALE: NO SCALE
 DATE: 12/11/2020
 DESIGNED BY: JJS
 DRAWN BY: CSR
 CHECKED BY: JJS

SHEET TITLE:
 CONSTRUCTION PHASING PLAN
 RIDGEVIEW ROAD

SHEET NO.
 227
 SHEET 227 OF 468

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Construction/Traffic Control Updates

The City of Olathe will provide periodic construction/traffic control updates throughout the project. Residents have several options to receive/view project updates:

1. Visit <http://olatheks.org/ridgeview>
2. Provide your email address to AMWasko@OlatheKS.org
3. Sign up for Notify JoCo (Johnson County Notification System) – visit notifyjoco.org to sign up.
4. Sign up for Nextdoor App: <https://nextdoor.com/>



**PROGRESS
AS PROMISED**

RIDGEVIEW RD. PHASE ONE DETOUR

