

MAINTENANCE OF TRAFFIC GENERAL NOTES

- SEE SPECIAL PROVISION TITLED TRAFFIC CONTROL PLAN, AND FOR MORE DETAILS.
- THE CONTRACTOR MUST NOTIFY ALL EMERGENCY SERVICES (POLICE, FIRE, ETC.), LOCAL SCHOOL DISTRICTS, MUNICIPALITIES (SEE GENERAL NOTES) AND LOCAL POST OFFICE A MINIMUM OF 72 HOURS IN ADVANCE OF ANY ROAD CLOSURES.
- THE CONTRACTOR SHALL CONTACT THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AND THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- TEMPORARY PAVEMENT MARKINGS SHALL BE PAVEMENT MARKING TAPE, TYPE III DURING STAGES 1, 1A, 2, 2A, AND 2B. WINTER STAGE TEMPORARY PAVEMENT MARKINGS ALONG I-57 SHALL BE EPOXY PAVEMENT MARKINGS OF THE SIZE SPECIFIED IN THE PLANS. ALL TEMPORARY TYPE III PAVEMENT MARKINGS SHALL BE REMOVED UNDER THE PAY ITEM "WORK ZONE PAVEMENT MARKING REMOVAL." ALL TEMPORARY EPOXY PAVEMENT MARKINGS SHALL BE REMOVED UNDER THE PAY ITEM "PAVEMENT MARKING REMOVAL". ONLY WATERBLASTING SHALL BE ALLOWED FOR THE REMOVAL OF TEMPORARY EPOXY PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND EROSION PROTECTION FOR THE DURATION OF THE PROJECT AS DIRECTED BY ENGINEER.
- A 'BOXED' NOTE INDICATES AN ITEM OF WORK THAT IS NOT PAID FOR SEPARATELY, BUT IS PAID FOR AS PART OF ANOTHER ITEM LISTED IN THE SUMMARY OF QUANTITIES.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND PRIVATE ENTRANCES WITHIN THE PROJECT LIMITS AT ALL TIMES. DRIVEWAY ENTRANCE SIGNS SHALL BE PROVIDED AND PLACED IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARD, TC-26. THE COST OF MAINTAINING ACCESS TO ALL DRIVEWAYS IS INCLUDED AS PART OF "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)", AND "TEMPORARY ACCESS (ROAD)" AND NO ADDITIONAL COST WILL BE ALLOWED. TEMPORARY ACCESS CLOSURES WILL BE ALLOWED ONLY AT THE DIRECTION OF THE ENGINEER.
- ALL TEMPORARY PAVEMENT USED DURING THE PROJECT SHALL BE EITHER (1) 7.5" PORTLAND CEMENT CONCRETE BASE COURSE, OR (2) 8" HMA CONSISTING OF 2" HMA SURFACE COURSE, MIX "D", N50 OVER 6" HMA BASE COURSE, IL-19.0, N50. AGGREGATE SUBGRADE IMPROVEMENT, 8" IS PAID FOR SEPARATELY.
- ALL TEMPORARY PAVEMENT (INTERSTATE) USED DURING THE PROJECT SHALL BE EITHER (1) 10" PORTLAND CEMENT CONCRETE BASE COURSE, OR (2) 12" FULL DEPTH HMA PAVEMENT CONSISTING OF 2" HMA SURFACE COURSE, MIX "D", N70 OVER 10" HMA BINDER COURSE, IL-19.0 N70. AGGREGATE SUBGRADE IMPROVEMENT, 12" SHALL BE PAID FOR SEPARATELY.
- FOR TEMPORARY WIDENING, ALL AREAS NOTED AS 'TEMPORARY AGGREGATE' SHALL BE PAID FOR AS 'AGGREGATE FOR TEMPORARY ACCESS' (TON).
- THE CONTRACTOR SHALL ASSUME RESPONSIBILITY OF ALL EXISTING ROADWAYS LOCATED WITHIN THE PROJECT LIMITS, SEE THE MAINTENANCE OF ROADWAYS SPECIAL PROVISION, THIS INCLUDES BUT IS NOT LIMITED TO AREAS IN WHICH LANE REDUCTION TAPERS ARE REQUIRED BY THE DETAILS AND IDOT STANDARDS AND NOT SHOWN IN THE PLANS.
- THE CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, AND PROTECTION NECESSARY FOR THE MAINTENANCE OF TRAFFIC AS NOTED IN THE CONTRACT DOCUMENTS, OR AS DIRECTED BY THE ENGINEER. THE COST OF THESE ITEMS SHALL BE INCLUDED IN THE APPLICABLE PAY ITEMS.
- ALL BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH BI-DIRECTIONAL LIGHTS OR MONO-DIRECTIONAL STEADY BURNING LIGHTS, IN ACCORDANCE WITH ARTICLE 701.16 OF IDOT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- ALL TEMPORARY PAVEMENT MARKINGS PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE START OF CONSTRUCTION FOR EACH STAGE.
- ALL WARNING SIGNS WILL BE BLACK LEGEND AND BORDER ON ORANGE REFLECTORIZED BACKGROUND UNLESS OTHERWISE SPECIFIED. ALL WARNING SIGNS SHALL BE 48" x 48".
- ALL ADVANCE WARNING SIGNS FOR THE PROJECT SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION FOR EACH STAGE AND PLACED ACCORDING TO THE PLANS AND STANDARD DRAWINGS.
- THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF THE ENGINEER FOR ANY METHODS OF TRAFFIC CONTROL AND PROTECTION DIFFERENT THAN THOSE SHOWN ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR.
- THE CONTRACTOR SHALL NOT CHANGE THE CONSTRUCTION STAGING PLANS WITHOUT WRITTEN APPROVAL OF THE ENGINEER AND IDOT AND ANY ADDITIONAL COSTS RESULTING FROM AN APPROVED CHANGE SHALL BE BORNE BY THE CONTRACTOR.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS CONSTRUCTION OPERATIONS WITH THE CONSTRUCTION AND MAINTENANCE OPERATIONS, INCLUDING UTILITY RELOCATIONS AND ADJUSTMENTS, OF OTHER CONTRACTORS WORKING ADJACENT TO AND/OR WITHIN THE LIMITS OF THE PROJECT.
- ARTERIAL ROAD INFORMATION SIGNS SHALL BE PROVIDED AND PLACED IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARD, TC-22 AT LEAST TWO WEEKS PRIOR TO THE START OF CONSTRUCTION.

MAINTENANCE OF TRAFFIC GENERAL NOTES (CONTINUED)

- CONTRACTOR MUST PROVIDE A 3:1 SLOPE BEHIND ANY DROP-OFF HEIGHTS GREATER THAN 18" WHEN ADJACENT TRAVEL LANES ARE LESS THAN 3 FT AWAY. CONTRACTOR MUST ALSO PROVIDE A 3:1 SLOPE WHEN ADJACENT TRAVEL LANES ARE GREATER THAN 3 FT AWAY FROM DROP-OFF AND DROP-OFF HEIGHT IS GREATER THAN 24". FILL MATERIAL FOR 3:1 SLOPE MAY BE CLEAN EXCAVATED MATERIAL FROM THE SITE OR CRUSHED AGGREGATE. BROKEN CONCRETE IS NOT ALLOWED. THE COST OF PROVIDING, PLACING AND REMOVING FILL MATERIAL IS INCLUDED IN THE COST OF MAINTENANCE OF TRAFFIC. SEE "DROP-OFF PROTECTION DETAIL" ON SHEET 3 OF THE MOT-GENERAL AND CONSTRUCTION STAGING NOTES.
- CONTRACTOR SHALL COORDINATE WITH LOCAL FARMERS TO ALLOW FIELD ACCESS.

CONSTRUCTION STAGING NOTES ALONG STUENKEL RD, RIDGELAND AVE, AND CENTRAL AVE

GENERAL CONSTRUCTION STAGING NOTES

MOT PLANS FOR STUENKEL ROAD AND RIDGELAND AVENUE ARE BASED ON CONSTRUCTION ROAD CLOSURES OF STUENKEL ROAD WEST OF RIDGELAND AVENUE AND EAST OF CENTRAL AVENUE AND RIDGELAND AVENUE BETWEEN STEGER ROAD AND DRALLE ROAD AS SHOWN IN THE PLANS. LOCAL ACCESS TO ALL RESIDENCES AND BUSINESSES WITHIN THESE LIMITS SHALL BE MAINTAINED AT ALL TIMES. DETOURS ARE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR "DETOUR SIGNING".

MOT PLANS FOR CENTRAL AVENUE ARE BASED ON STAGED CONSTRUCTION AS DEPICTED IN THE PLANS. PERMANENT ROAD CLOSURES ALONG CENTRAL AVE SHALL NOT BE PERMITTED. LOCAL ACCESS TO ALL RESIDENCES AND BUSINESSES WITHIN CONSTRUCTION LIMITS SHALL BE MAINTAINED AT ALL TIMES.

PAVEMENT MARKING TAPE NOTE:
ADDITIONAL QUANTITIES OF PAVEMENT MARKING TAPE, TYPE III HAVE BEEN PROVIDED IN ORDER TO MAINTAIN SAFE ACCESS AND EGRESS FOR THE LOCAL TRAFFIC. THE PAVEMENT MARKING TAPE SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER. (THE ADDITIONAL QUANTITY PROVIDED IS 5,000 LF 4" TAPE).

PRE-STAGE 1

THE CONTRACTOR SHALL MAINTAIN THE EXISTING TRAFFIC PATTERNS ALONG STUENKEL ROAD, RIDGELAND AVENUE, AND CENTRAL AVENUE UTILIZING HIGHWAY STANDARDS 701001, 701006, AND 701326 FOR CONSTRUCTION ACTIVITIES INVOLVING TREE REMOVAL/CLEARING, EMBANKMENT WIDENING, AND TEMPORARY PAVEMENT/AGGREGATE INSTALLATION.

CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED ALONG NB RIDGELAND AVENUE AT THE RIDGELAND/DRALLE INTERSECTION AND ALONG SB RIDGELAND AVENUE AT THE RIDGELAND/STEGER INTERSECTION. THE SIGNS SHALL BE MAINTAINED FOR AT LEAST TWO WEEKS PRIOR TO AND AFTER THE IMPLEMENTATION OF THE ROAD CLOSURE DETOUR AND STAGE 1 TRAFFIC CONTROL.

INSTALL STAGE 1 TEMPORARY EMBANKMENT WIDENING AND TEMPORARY AGGREGATE AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

UPON COMPLETION OF ALL TREE REMOVAL/CLEARING, STAGE 1 TEMPORARY PAVEMENT/AGGREGATE, AND UTILITY RELOCATIONS, THE CONTRACTOR SHALL INSTALL THE STAGE 1 TRAFFIC CONTROL SIGNING AND DEVICES ALONG STUENKEL ROAD AND RIDGELAND AVENUE. IMPLEMENT RIDGELAND AVENUE ROAD CLOSURES AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

STAGE 1 & 1A GENERAL NOTES

DURING STAGE 1 AND 1A, DRIVEWAYS AND ENTRANCES ON RIDGELAND AVENUE AND STUENKEL ROAD SHALL BE CONSTRUCTED IN A MANNER THAT MAINTAINS ACCESS AT ALL TIMES. QUANTITIES HAVE BEEN PROVIDED FOR TEMPORARY ACCESS (SEE MOT GENERAL NOTE 7).

STAGE 1

STAGE 1 CONSTRUCTS THE FOLLOWING: THE WEST LEG OF THE STUENKEL/RIDGELAND INTERSECTION ALONG STUENKEL ROAD TO THE PROJECT LIMIT - COORDINATE WITH CONTRACT #60V41; STUENKEL ROAD FROM THE EAST LEG OF THE STUENKEL/RIDGELAND INTERSECTION TO THE WEST LEG OF THE STUENKEL/CENTRAL INTERSECTION; THE SOUTH LEG OF THE STUENKEL/RIDGELAND INTERSECTION ALONG RIDGELAND AVENUE TO THE PROJECT LIMIT; THE NORTH LEG OF THE STUENKEL/RIDGELAND INTERSECTION ALONG RIDGELAND AVENUE TO STA. 704+45; THE WEST SIDE OF RIDGELAND AVENUE FROM STA. 704+45 TO THE PROJECT LIMIT; STUENKEL ROAD BOX CULVERT AND HICKORY CREEK RELOCATION AT STA. 16044+27; RAMP A BOX CULVERT AT STA. 114+68.

STUENKEL ROAD BETWEEN RIDGELAND AVENUE AND CENTRAL AVENUE SHALL REMAIN CLOSED TO TRAFFIC.

TRAFFIC ALONG STUENKEL ROAD EAST OF THE STUENKEL/CENTRAL INTERSECTION SHALL REMAIN IN ITS EXISTING TRAFFIC CONFIGURATION.

THE NORTH LEG OF THE STUENKEL/RIDGELAND INTERSECTION SHALL BE CLOSED TO TRAFFIC. LOCAL RESIDENTIAL ACCESS ON RIDGELAND AVENUE NORTH OF THE INTERSECTION SHALL BE MAINTAINED AS APPROVED BY THE ENGINEER.

THE SOUTH LEG OF STUENKEL/RIDGELAND INTERSECTION ALONG RIDGELAND AVENUE SHALL BE CLOSED TO TRAFFIC. LOCAL FIELD ACCESS ON RIDGELAND AVENUE SOUTH OF THE INTERSECTION SHALL BE MAINTAINED AS APPROVED BY THE ENGINEER.

TRAFFIC ALONG CENTRAL AVENUE NORTH AND SOUTH OF THE STUENKEL/CENTRAL INTERSECTION SHALL BE REMAIN IN ITS EXISTING TRAFFIC CONFIGURATION.

CONSTRUCTION STAGING NOTES ALONG STUENKEL RD, RIDGELAND AVE, AND CENTRAL AVE (CONTINUED)

STAGE 1A

STAGE 1A CONSTRUCTS THE FOLLOWING: THE EAST SIDE OF RIDGELAND AVENUE FROM STA. 704+45 TO THE PROJECT LIMIT.

STAGE 1A CONTINUES CONSTRUCTION OF THE FOLLOWING: THE WEST LEG OF THE STUENKEL/RIDGELAND INTERSECTION ALONG STUENKEL ROAD TO THE PROJECT LIMIT - COORDINATE WITH CONTRACT #60V41; STUENKEL ROAD FROM THE EAST LEG OF THE STUENKEL/RIDGELAND INTERSECTION TO THE WEST LEG OF THE STUENKEL/CENTRAL INTERSECTION; STUENKEL ROAD BOX CULVERT AND HICKORY CREEK RELOCATION AT STA. 16044+27; RAMP A BOX CULVERT AT STA. 114+68.

THE NORTH LEG OF THE STUENKEL/RIDGELAND INTERSECTION SHALL BE CLOSED TO TRAFFIC. LOCAL RESIDENTIAL ACCESS ON RIDGELAND AVENUE NORTH OF THE INTERSECTION SHALL BE MAINTAINED AS APPROVED BY THE ENGINEER.

THE SOUTH LEG OF STUENKEL/RIDGELAND INTERSECTION ALONG RIDGELAND AVENUE SHALL BE CLOSED TO TRAFFIC. LOCAL FIELD ACCESS ON RIDGELAND AVENUE SOUTH OF THE INTERSECTION SHALL BE MAINTAINED AS APPROVED BY THE ENGINEER.

TRAFFIC ALONG STUENKEL ROAD WEST OF THE STUENKEL/RIDGELAND INTERSECTION, STUENKEL ROAD BETWEEN RIDGELAND AVENUE AND CENTRAL AVENUE, STUENKEL ROAD EAST OF CENTRAL AVENUE, AND CENTRAL SHALL REMAIN IN SAME TRAFFIC CONFIGURATION AS STAGE 1.

UPON COMPLETION OF STAGE 1A CONSTRUCTION AND PRIOR TO WINTER STAGE MOT, INSTALL ALL PROPOSED PERMANENT PAVEMENT MARKINGS ALONG THE WEST, NORTH, AND SOUTH LEGS OF THE STUENKEL/RIDGELAND INTERSECTION. REMOVE ALL DETOUR SIGNS.

PRE-STAGE WINTER

BARRICADE THE SOUTHBOUND LEFT TURN LANE AND THE NORTHBOUND RIGHT TURN LANE ALONG RIDGELAND AVENUE AS SHOWN IN PLANS.

WINTER STAGE

THE CONTRACTOR MAY CONTINUE CONSTRUCTION ACTIVITIES ALONG STUENKEL ROAD BETWEEN RIDGELAND AVENUE AND CENTRAL AVENUE AS APPROVED BY THE ENGINEER.

PRE-STAGE 2

THE CONTRACTOR SHALL MAINTAIN THE EXISTING TRAFFIC PATTERNS ALONG STUENKEL ROAD AND CENTRAL AVENUE UTILIZING HIGHWAY STANDARDS 701001, 701006, AND 701326 FOR CONSTRUCTION ACTIVITIES INVOLVING TREE REMOVAL/CLEARING, EMBANKMENT WIDENING, AND TEMPORARY PAVEMENT/AGGREGATE INSTALLATION.

INSTALL STAGE 2 TEMPORARY EMBANKMENT WIDENING AND TEMPORARY PAVEMENT/AGGREGATE AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

UPON COMPLETION OF ALL TREE REMOVAL/CLEARING, STAGE 2 TEMPORARY PAVEMENT/AGGREGATE, AND UTILITY RELOCATIONS, THE CONTRACTOR SHALL INSTALL THE STAGE 2 TRAFFIC CONTROL SIGNING, STRIPING, AND DEVICES ALONG STUENKEL ROAD AND CENTRAL AVENUE.

STAGE 2, 2A, AND 2B GENERAL NOTES

DURING STAGE 2, 2A, AND 2B, DRIVEWAYS AND ENTRANCES ON CENTRAL AVENUE AND STUENKEL ROAD SHALL BE CONSTRUCTED IN A MANNER THAT MAINTAINS ACCESS AT ALL TIMES. QUANTITIES HAVE BEEN PROVIDED FOR TEMPORARY ACCESS (SEE MOT GENERAL NOTE 7).

ADDITIONALLY, QUANTITIES OF HIGH-EARLY-STRENGTH P.C.C. PAVEMENT 8" AND 10" HAVE BEEN PROVIDED TO EXPEDITE CONSTRUCTION DURING STAGES 2 AND 2A IN THE AREA OF THE COMMERCIAL DRIVEWAY ALONG CENTRAL AVENUE BETWEEN STATIONS 803+54 AND 805+50. FOR ANY ACCESS RESTRICTIONS, THE CONTRACTOR SHALL COORDINATE WITH AND PROVIDE A 72 HR ADVANCED NOTICE TO THE PROPERTY OWNER OR AS DIRECTED BY THE ENGINEER.

STAGE 2

STAGE 2 CONSTRUCTS THE FOLLOWING: THE EAST LEG OF THE STUENKEL/CENTRAL INTERSECTION ALONG STUENKEL ROAD TO STA. 16070+97; THE NORTH SIDE OF STUENKEL ROAD FROM STA. 16070+97 TO PROJECT LIMIT; THE WEST SIDE OF THE SOUTH LEG OF THE CENTRAL INTERSECTION ALONG CENTRAL AVENUE TO THE PROJECT LIMIT; THE WEST SIDE OF THE NORTH LEG OF THE STUENKEL/CENTRAL INTERSECTION ALONG CENTRAL AVENUE TO THE PROJECT LIMIT; THE INSTALLATION OF THE STUENKEL ROAD AT I-57 RAMP A AND E TRAFFIC SIGNAL SYSTEM; THE INSTALLATION OF THE STUENKEL ROAD AT I-57 RAMP C TRAFFIC SIGNAL SYSTEM; RELOCATION OF LIGHT POLES AND EXISTING CONTROLLER ALONG CENTRAL AVE.; THE INSTALLATION OF INTERCHANGE/RAMP LIGHTING ELEMENTS.

STAGE 2 CONTINUES THE CONSTRUCTION FROM STAGES 1, 1A, AND WINTER OF THE FOLLOWING: STUENKEL ROAD FROM THE EAST LEG OF THE STUENKEL/RIDGELAND INTERSECTION TO THE WEST LEG OF THE STUENKEL/CENTRAL INTERSECTION; STUENKEL ROAD BOX CULVERT AND HICKORY CREEK RELOCATION AT STA. 16044+27; RAMP A BOX CULVERT AT STA. 114+68.

TRAFFIC ALONG STUENKEL ROAD WEST OF THE STUENKEL/RIDGELAND INTERSECTION SHALL BE IN THE FINAL PROPOSED CONFIGURATION.

TYLIN INTERNATIONAL	USER NAME	DESIGNED - JPM	REVISED - 10/18/2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STUENKEL ROAD AT I-57 RIDGELAND AVENUE TO CENTRAL AVENUE		F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PR OF SCALE	DRAWN - JPM	REVISED		57	99-1HB-RI	WILL	679	97		
	PR OF DATE	CHECKED - DAJ	REVISED		SCALE: N.T.S. SHEET 1 OF 3 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 60L69		