

TRAFFIC CONTROL GENERAL NOTES

1. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
2. TYPE III BARRICADES AND ROAD CLOSURE SIGNS SHALL BE POSITIONED AS SHOWN, ACCORDING TO HIGHWAY STANDARD 701901 AND AS DIRECTED BY THE ENGINEER.
3. TYPE A LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE USED ON EACH SIGN IN ADVANCE OF THE WORK DURING HOURS OF DARKNESS.
4. ALL WARNING SIGNS SHALL BE A MINIMUM OF 48" x 48" AND HAVE A BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.
5. ALL TYPE III BARRICADES UTILIZED FOR ROAD CLOSURES SHALL HAVE TWO LOW INTENSITY FLASHING LIGHTS MOUNTED ON TOP OF EACH BARRICADE.
- 6.
7. WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
8. EXACT LOCATION OF ALL WARNING SIGNS AND BARRICADES SHALL BE STAKED IN THE FIELD FOR APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION.
9. PRIOR TO START OF CONSTRUCTION, ALL REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
10. COOPERATION BETWEEN CONTRACTORS WILL BE REQUIRED. THE CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL WITH OTHER ADJACENT CONTRACTS WHICH MAY BE UNDER CONSTRUCTION DURING THE DURATION OF THIS PROJECT. NO ADDITIONAL COMPENSATION IS ALLOWED. ADJACENT CONTRACTS MAY CONSIST OF, BUT NOT LIMITED TO PROJECTS NEAR:
 - CONTRACT 60F63 - I-90/94 (KENNEDY EXPRESSWAY) AT OHIO STREET
 - CONTRACT 60W25 - MORGAN STREET BRIDGE AT I-290/CONGRESS PARKWAY (CIRCLE INTERCHANGE)
 - CONTRACT 60W26 - FROM CIRCLE INTERCHANGE TO HARRISON STREET BRIDGE (WB) AND HALSTED STREET BRIDGE
 - CONTRACT 60W28 - NORTHWEST FLYOVER BRIDGE AT I-90/94 AND I-290/CONGRESS PARKWAY (CIRCLE INTERCHANGE)
 - CONTRACT 60W36 - TUNNEL BULKHEADING (CIRCLE INTERCHANGE)
 - CONTRACT 60W71 - HARRISON STREET BRIDGE (EAST) AT I-90/94 (CIRCLE INTERCHANGE)
 - CONTRACT 60X62 - PEORIA STREET AESTHETICS CONTRACT
 - UNIVERSITY OF ILLINOIS AT CHICAGO CONTRACT - CUPPA HALL RENOVATIONS AND OTHERS.
11. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 28 DAYS PRIOR TO ANY ANTICIPATED CLOSURES.
12. A MINIMUM 11' LANE WIDTH SHALL BE MAINTAINED ON ALL INTERSTATE LANES OPEN TO TRAFFIC DURING CONSTRUCTION.
13. OFFSETS BETWEEN THE EDGE OF TRAVEL LANE AND THE FACE OF TEMPORARY CONCRETE BARRIER ARE ASSUMED TO BE 2 FT UNLESS DESIGNATED OTHERWISE.
14. THE CONTRACTOR SHALL BE ADVISED THAT THE WORK DURING PEAK HOURS SPECIFICATION TAKES PRECEDENCE OVER THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL.
15. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BUILDING ACCESS, COORDINATE WITH BUILDING OWNERS AND LOCAL AUTHORITIES AND PROVIDE FULL ACCESS TO BUSINESSES OR PROPERTIES DURING THEIR NORMAL WORKING HOURS IN ACCORDANCE WITH ADA AND APPLICABLE CODE REQUIREMENTS.
16. THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON ALL STREETS EXCEPT WHERE NOTED ON THE PLANS AND PROHIBIT PARKING WITHIN FIFTY (50) FEET OF THE CONSTRUCTION AREA AT ALL TIMES. NOTIFY CDOT AND OEMC AT LEAST 72 HOURS BEFORE COMMENCING CONSTRUCTION.
17. PROVIDE CONTINUOUS TEMPORARY ACCESS TO ALL SIDE STREETS, ALLEYS, DRIVEWAYS, AND PARKING LOTS UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS FOR TEMPORARY CLOSURE. LOTS WITH MORE THAN ONE DRIVEWAY MUST BE STAGED TO KEEP AT LEAST ONE DRIVEWAY OPEN AT ALL TIMES.
18. MAINTAIN ACCESS TO FIRE HYDRANTS, BUILDING STANDPIPES AND OTHER EMERGENCY FACILITIES WITHIN THE CONSTRUCTION ZONE.
19. THE CONTRACTOR SHALL COORDINATE WORK WITH PRIVATE UTILITY COMPANIES AND THEIR CONTRACTORS FOR ADJUSTMENTS, SUPPORTS, AND RELOCATION. UTILITY WORK WILL GENERALLY BE CONDUCTED PRIOR TO ROADWAY WORK, BUT CERTAIN ITEMS MAY NEED TO PROCEED IN CONCERT WITH CONSTRUCTION OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT AFFECTED UTILITIES AND COORDINATE WORK WITHIN THE CONSTRUCTION SCHEDULE. THE EFFORT OF WHICH WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 20.

21. DEMOLITION AND RECONSTRUCTION OF PIER 1 AND PIER 2 AND THE SUPERSTRUCTURE OF THE PEORIA STREET BRIDGE SHALL BE COORDINATED WITH THE CTA. TEMPORARY FENCE (SPECIAL) SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AND PRIOR TO ANY WORK BEGINNING ALONG THE CTA. CTA TRACK ACCESS OCCURRENCES ARE ALLOWED DURING OFF-PEAK HOURS ONLY. ALL CTA TRACK ACCESS OCCURRENCES SHALL BE COORDINATED WITH AND PERFORMED IN ACCORDANCE WITH THE CTA FLAGGING AND COORDINATION SPECIAL PROVISION AND THE DISCRETION OF THE CTA.

22. THE CONTRACTOR SHALL CONTACT THE DISTRICT OF ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AND THE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

23. SIGN W21-1a SHALL BE TAKEN DOWN WHEN THE WORKERS ARE NOT PRESENT.

24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS RESTRICTIONS TO THE SITE AS MAY REQUIRED BY THE ENGINEER. TEMPORARY CHAIN LINK FENCE IS TO BE PLACED AROUND WORK ZONES TO RESTRICT ACCESS. REFER TO THE EROSION AND SEDIMENTATION CONTROL PLANS FOR THE LOCATIONS. ANY MODIFICATIONS TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN WHICH AFFECT THE EROSION AND SEDIMENTATION CONTROL PLANS MUST STILL RESTRICT ACCESS TO THE WORK ZONE THROUGH THE USE OF TEMPORARY CHAIN LINK FENCE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED DUE TO CHANGES IN EROSION AND SEDIMENTATION CONTROL PLANS.

25. A 3'-6" DEFLECTION AREA IS REQUIRED FROM THE BACK SIDE OF THE TEMPORARY CONCRETE BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF IN THE WORK ZONE. IF THIS 3'-6" DEFLECTION AREA CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED TO THE PAVEMENT (EXCLUDING BRIDGE DECKS) THROUGH THE 3 ANCHORING HOLES ON THE TRAFFIC SIDE OF THE TEMPORARY CONCRETE BARRIER WALL. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE TEMPORARY CONCRETE BARRIER PAY ITEM.

26. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND REPLACE ALL REFLECTORS FROM EXISTING RAISED REFLECTIVE PAVEMENT MARKERS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLANS. THE REMOVAL OF THE REFLECTOR SHALL BE PAID FOR AS RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL. THE REPLACEMENT OF THE REFLECTOR SHALL BE PAID FOR AS REPLACEMENT REFLECTOR.

27. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETEIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT AFTER THE SECOND PLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

28. THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) FOR THOSE SIGNS ALONG LOCAL STREETS AND INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) FOR THOSE SIGNS ALONG EXPRESSWAYS. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST TRAFFIC CONTROL AND PROTECTING, (SPECIAL) FOR THOSE SIGNS ALONG LOCAL STREETS AND INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) FOR THOSE SIGNS ALONG EXPRESSWAYS.

29. THE EXISTING SCOFFOLDING CURRENTLY IN PLACE ADJACENT TO CUPPA HALL SHALL BE MAINTAINED IN PLACE DURING CONSTRUCTION UNTIL THE RENOVATIONS TO CUPPA HALL ARE COMPLETE. THE CONTRACTOR SHALL COORDINATE WITH THE UNIVERSITY OF ILLINOIS AT CHICAGO AT LEAST THREE WEEKS PRIOR TO BEGINNING WORK ADJACENT TO THE SCOFFOLDING.

30. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING DRAINAGE OF THE ROADWAY DURING ALL STAGES OF CONSTRUCTION. A QUANTITY OF 5 CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE I FRAME, OPEN LID AND 100' OF STORM SEWERS, CLASS A, TYPE I 12 INCHES HAS BEEN PROVIDED FOR TEMPORARY USE. REMOVAL OF THESE ITEMS SHALL BE INCLUDED IN THEIR COST.

31. TYPE III BARRICADES SHALL BE PLACED AT BOTH ENDS OF CLOSED PORTIONS OF ROAD UNDER CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ENOUGH TYPE III BARRICADES TO CROSS THE ENTIRE ROADWAY AS DEPICTED IN THE PLANS.

32. ALL TYPE II/III BARRICADES, DRUMS, AND VERTICAL PANELS SHALL HAVE MONO-DIRECTIONAL OR BI-DIRECTIONAL STEADY BURNING LIGHTS AS PER CURRENT IDOT STANDARDS.

33. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC AS SOON AS THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3 INCH X 6 INCH DELINEATOR INSTALLED.

NOTE:
BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT.



DISKFN29-stg-Notes-01		DESIGNED -	JOT	REVISED -	12/18/2013
USER NAME : BWJstort		DRAWN -	JTR	REVISED -	2/10/2014
PLOT SCALE = 2,000' = 1" in.		CHECKED -	JMG	REVISED -	
PLOT DATE = 2/19/2014		DATE -	10/30/2013	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
GENERAL NOTES**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-011R	COOK	356	45
CONTRACT NO.			60W29	
ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.