

SCHEDULE OF QUANTITIES

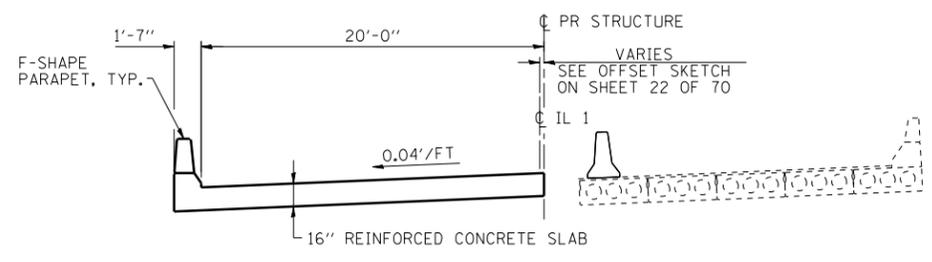
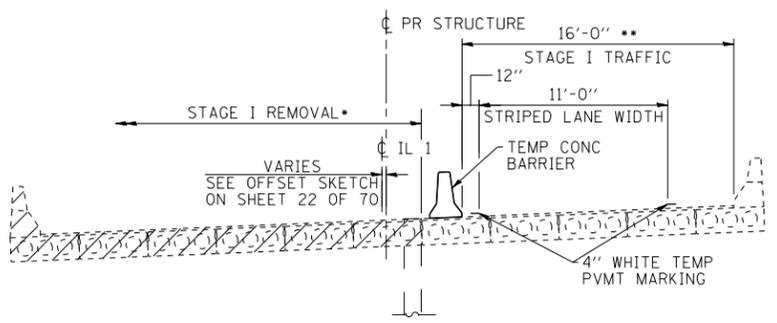
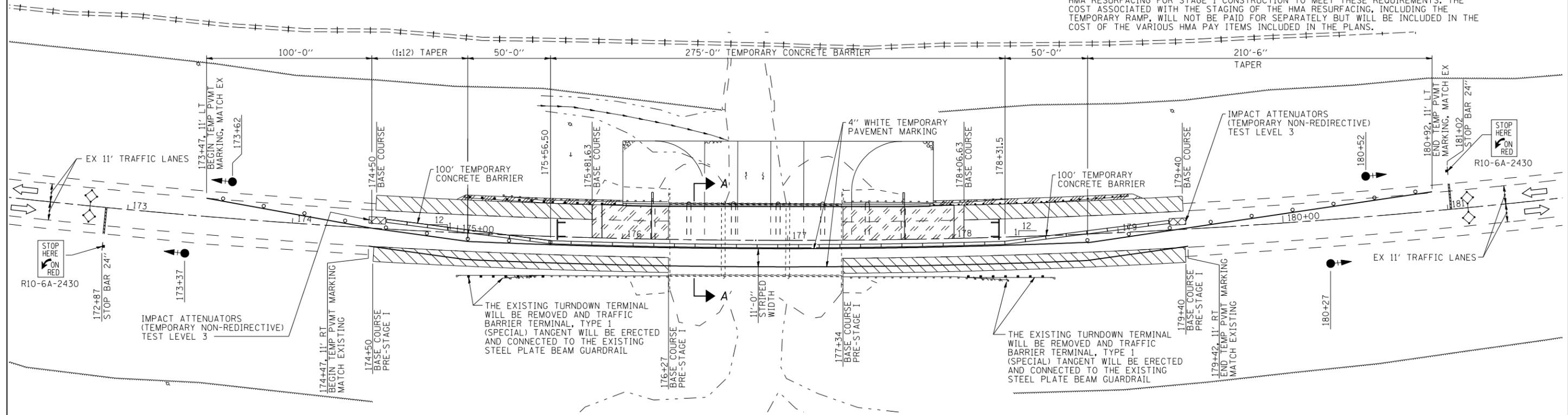
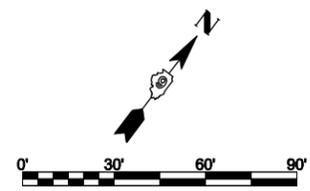
TEMPORARY CONCRETE BARRIER		
STATION TO	STATION	FEET
174+56.5	179+31.5	475
		TOTAL - 475
TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH		
TEMPORARY RUMBLE STRIPS - 6 EACH		
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 - 2 EACH		

- LEGEND**
- TRAFFIC SIGNAL WITH BACKPLATE, SIGNAL DIRECTION INDICATED
 - ◇ DETECTOR LOOP
 - DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
 - ⊥ TYPE III BARRICADE
 - ▨ BASE COURSE, 10"
 - ▩ PAVEMENT REMOVAL
 - ▧ HMA SHOULDER, 6" & 8"

GENERAL NOTES

- PRE-STAGE I: CONSTRUCT THE BASE COURSE FROM RT. STA. 174+50 TO RT. STA. 179+40 AS SHOWN ON THIS SHEET PRIOR TO PLACING THE SIGNALS IN OPERATION AND PLACEMENT OF THE TEMPORARY BARRIERS. THE EXISTING TURNDOWN TERMINALS WILL ALSO BE REMOVED AS PART OF THE PRE-STAGE I WORK AND TRAFFIC BARRIER TERMINALS, TYPE 1 (SPECIAL) TANGENT WILL BE ERECTED AS SHOWN ON THIS SHEET.
- TRAFFIC CONTROL SHALL BE ERECTED AS SHOWN AND ACCORDING TO TRAFFIC CONTROL AND PROTECTION, STANDARD 701321. SEE STANDARD 701321 FOR THE COMPLETION OF THE STAGE CONSTRUCTION TRAFFIC CONTROL THAT IS NOT SHOWN THAT INCLUDES, BUT IS NOT LIMITED TO, ADVANCE SIGNING, ADVANCE LOOP PLACEMENT, DRUMS WITH STEADY BURNING LIGHTS, DOUBLE VERTICAL PANELS AND BARRIER WALL/ GUARDRAIL MARKERS.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC CONTROL REQUIREMENTS.
- COORDINATE LOCATION OF SIGNALS WITH FINAL WORK AS DIRECTED BY THE ENGINEER.
- CONSTRUCT TEMPORARY RUMBLE STRIPS AT LOCATIONS SHOWN ON STANDARD 701321.
- ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
- THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-1102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-1103) SHOWN ON SHEET 17 SHALL BE 14'-6" FOR STAGE I CONSTRUCTION.
- THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.

- THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
- THE TEMPORARY PAVEMENT MARKING AND STOP BARS SHOWN ON THIS SHEET WILL BE INCLUDED IN THE COST OF STANDARD 701321. THE REMOVAL OF THE MARKINGS PLACED ACCORDING TO STANDARD 701321 THAT CONFLICT WITH EITHER SUBSEQUENT STAGES OR THE PERMANENT MARKINGS WILL BE REMOVED AND THE WORK WILL BE INCLUDED IN THE COST OF STANDARD 701321.
- VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE PARAPET. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.
- ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC AND THE TEMPORARY TRAFFIC SIGNALS SHALL BE TURNED OFF OR COVERED.
- THE STAGE I CONSTRUCTION SHALL INCLUDE COMPLETION OF THE EARTHWORK, BASE COURSE, HMA SHOULDERS, GUARDRAIL AND TRAFFIC BARRIER TERMINALS FROM LT. STA. 174+50 TO LT. STA. 179+40 AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN AND PROFILE SHEETS. THE LEVELING BINDER (MACHINE METHOD) AND THE HMA SURFACE COURSE SHALL ALSO BE PLACED ON THE TRAFFIC LANE ADJACENT TO THE PROPOSED HMA SHOULDERS TO ALLOW COMPLETION OF THE HMA SHOULDERS PRIOR TO THE INSTALLATION OF THE GUARDRAIL AND TERMINALS. PLACEMENT OF THE LEVELING BINDER AND HMA SURFACE AS INDICATED MAY REQUIRE RELOCATION OF THE TEMPORARY BARRIERS AND THE IMPACT ATTENUATORS DURING THE DAYTIME HOURS AND ALSO PLACEMENT OF A TEMPORARY RAMP IN ACCORDANCE WITH ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR WILL SUBMIT A WRITTEN PLAN TO THE ENGINEER FOR APPROVAL THAT DETAILS THE STAGING OF THE HMA RESURFACING FOR STAGE I CONSTRUCTION TO MEET THESE REQUIREMENTS. THE COST ASSOCIATED WITH THE STAGING OF THE HMA RESURFACING, INCLUDING THE TEMPORARY RAMP, WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE VARIOUS HMA PAY ITEMS INCLUDED IN THE PLANS.



* EDGE OF EXISTING 48" P.P.C. DECK BEAM IS ±1'-10" FROM ROADWAY CENTERLINE. STAGE I REMOVAL LINE IS ALONG THE EDGE OF THE EXISTING BEAM

SECTION A-A REMOVAL ** DUE TO THE OFFSET BETWEEN THE ROADWAY CENTERLINE AND THE STRUCTURE CENTERLINE, THE TEMPORARY BARRIER SHOULD BE SET FROM THE EXISTING FACE OF PARAPET TO PROVIDE A 16'-0" STAGE CONSTRUCTION WIDTH.

SECTION A-A CONSTRUCTION

PRINT DRIVER: LUD-58-0401 SCALE: 1/8"=1'-0" DATE: 10/31/2012 7:08:38 AM



USER NAME = has	DESIGNED - JMS	REVISED -
ESCA PROJECT NO. 988.11	DRAWN - HAS	REVISED -
PLOT SCALE = 0.1667' / IN.	CHECKED - RDP	REVISED -
PLOT DATE = 10/31/2012 7:08:38 AM	DATE - 10/12	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION PLAN AND DETAILS STRUCTURE NO. 097-0078

SCALE: 1"=30'-0" SHEET NO. 1 OF 2 SHEETS STA. 172+50 TO STA. 181+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	4B-1	WHITE	70	16
CONTRACT NO. 78154				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT AID				