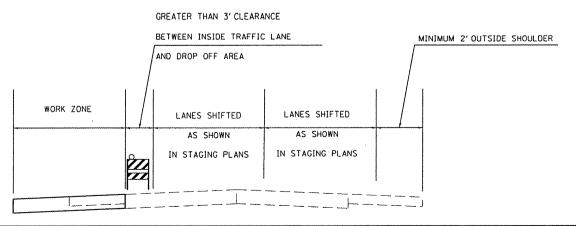
STAGING GENERAL NOTES:

- 1. ALL TRAFFIC CONTROL FOR WORK SHOWN IN STAGING PLAN SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, SPECIAL.
- 2. CONSTRUCTION OF BOX CULVERT EXTENTION NEAR STATION 437+00 SHALL BE COMPLETED PRIOR TO BEGINNING OF STAGE 1 (SOUTH SIDE) AND STAGE 4 (NORTH SIDE).
- 3. THE NUMBER OF FLAGGERS FOR EACH STAGE SHALL BE AS SHOWN IN THE APPLICABLE HIGHWAY STANDARDS. ADDITIONAL FLAGGERS SHALL BE PAID FOR ACCORDING TO SECTION 109.04.
- 4. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE NECESSARY ARE DIRECTED BY THE ENGINEER.
- 5. TRAFFIC SIGNALS MUST BE OPERATIONAL DURING ALL STAGES OF CONSTRUCTION.
- 6, CONFLICTING PAVEMENT MARKING SHALL BE COVERED WITH TYPE III TEMPORARY TAPE, BLACK.
- 7. ANY ELEVATION CHANGE WITHIN THE PCC INTERSECTION DURING STAGING IN THE DIRECTION OF TRAVEL GREATER THAN 1" WILL REQUIRE A TEMPORARY RAMP BUILT TO AT LEAST A 40:1 SLOPE, PLACEMENT OF AND REMOVAL OF THE TEMPORARY RAMPS WILL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, SPECIAL."
- 8. ANY OVER EXCAVATION REQUIRED FOR PLACING OF CONCRETE FORMS SHALL CONFORM TO THE OFFSET REQUIREMENTS IN THE STAGING
 PLAN AND THE DROP-OFF PROTECTION CHART.LOCATIONS LEFT AFTER THE PULLING OF THE FORMS THAT WILL HAVE TRAFFIC PLACED
 ON OR NEAR SHALL BE BACKFILLED AND CAPPED WITH 2" OF HMA MATERIAL. THE BACKFILL MATERIAL AND HMA WILL BE INCLUDED
 IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, SPECIAL."
- 9. SEE SPECIAL PROVISIONS FOR LANE RENTALS, INTERSECTION RENTALS, CLOSURE DURATIONS, ALLOTMENTS AND DETAILS.
- 10. WHEN PAVEMENT DROP-OFF IS TO REMAIN ADJACENT TO A LIVE TRAFFIC LANE BARRICADES WITH PIPE EXTENSIONS SHALL BE USED TO ACHIEVE THE CORRECT ELEVATION. REFER TO DROP OFF PROTECTION CHART.
- 11. ADD "NO LEFT TURN" SIGN WHEN LEFT TURN BAYS ARE CLOSED ON ILLINOIS 13 AND GREENBRIAR ROAD.

NORTH GREENBRIAR STAGING:

- 1. CONSTRUCTION OF NORTH GREENBRIAR ROAD NORTH OF STATION 11+20 CAN BE COMPLETED INDEPENDENTLY OF WORK ON ILLINOIS 13.

 THE CONTRACTOR SHOULD STRIVE TO STAGE GREENBRIAR WORK IN A MANNER THAT WILL COORDINATE WITH IL 13 CLOSURES.
- 2. ONE NORTHBOUND AND ONE SOUTHBOUND LANE MUST BE KEPT OPEN AT ALL TIMES FLAGGERS ARE NOT PRESENT.
- 3. TRAFFIC CONTROL SHALL BE SET UP ACCORDING TO STANDARDS 701502, 701701 OR BLR 21-8 AND PAID FOR AS "TRAFFIC CONTROL AND PROTECTION, SPECIAL."



DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER / EDGE OF PAVEMENT FIG 55.2B FROM CHAPTER 55 (BDE MANUAL, 2010)

DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED					
≤ 3 FT ⁽³⁾⁽²⁾	ALL	≤1IN	NONE					
	ALL	1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)					
	< 45 MPH	3 IN < X ≤ 18 IN	PLACE CHANNELIZING DEVICES AT 50-FT SPACING					
	≥ 45 MPH	3 IN < X ≤ 12 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING					
	< 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILE OR < 48 HOURS ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING					
	≥ 45 MPH	12 IN < X ≤ 18 IN FOR < 0.5 MILE OR < 48 HOURS	PLACE CHANNELIZING DEVICES AT 100-FT SPACING					
	≥ 45 MPH	12 IN < X ≤ 24 IN FOR > 0.5 MILE OR > 48 HOURS	CLOSURE USING TEMPORARY TRAFFIC BARRIER					
	< 45 MPH	18 IN < X ≤ 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER					
	≥ 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILES OR < 48 HOURS ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER					
	ALL	> 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER					
3 FT < X ≤ 8 FT ⁽⁸⁾		≤1 IN	NONE					
	ALL	1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)					
	< 45 MPH	3 IN < X ≤ 24 IN ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING					
	≥ 45 MPH	3 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING					
	ALL	24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER					
> 8 FOOT TO THE WORK ZONE CLEAR ZONE	< 45 MPH	12 IN < X ≤ 24 IN ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING					
	≥ 45 MPH	12 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING					
	ALL	> 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER					

NOTES:

- PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR
- SHOULDER PROFILE

 CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR
- SHOULDER PROFILE AS PER HIGHWAY STANDARD 701901.
- PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE
- FULLY VISIBLE.
- LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGEMENT INDICATES

SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.

TEMPORARY TRAFFIC BARRIER MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 24 HOURS FOR MULTILANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGEMENT.

FILE NAME ≈	USER NAME = kelleykd	DESIGNED -	REVISED -							SECTION	COUNTY	TOTAL SHEET
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	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION							CONTRAC	T NO. 78216
	PLOT DATE = 12/22/2011	DATE -	REVISED -							ILLINOIS FED. AI	S FED. AID PROJECT	