- THE CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, TEMPORARY BARRIER WALLS AND PROTECTION NECESSARY FOR THE MAINTENANCE OF TRAFFIC AS NOTED IN THE CONTRACT DOCUMENTS, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL PROVIDE, INSTALL AND MAINTAIN TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADES USED. ONE (1) WEIGHTED BAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL. WEIGHTED SAND BAGS SHALL BE PROVIDED, INSTALLED, MAINTAINED AND REMOVED AT NO ADDITIONAL COST.
- THE CONTRACTOR MUST COORDINATE WITH THE VILLAGE OF LOMBARD TO NOTIFY ALL EMERGENCY SERVICES (POLICE, FIRE, ETC.), LOCAL SCHOOL DISTRICTS, OTHER LOCAL MUNICIPALITIES (COUNTY, TOWNSHIPS, ETC.) AND THE POST OFFICE A MINIMUM OF 72 HOURS IN ADVANCE OF ANY SIDE ROAD CLOSURES.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE, AND HIS REPRESENTATIVES RESPONSIBLE FOR SIGNING, PRIOR TO THE START OF WORK.
- THE SIZES OF ALL SIGNS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES UNLESS OTHERWISE DIRECTED BY THE
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS. ACTUAL LOCATIONS FOR SIGNING MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- EXISTING SIGNING THAT IS NOT APPLICABLE DURING CONSTRUCTION SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES. SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
- 11. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AND SIDE STREETS DURING CONSTRUCTION THROUGH THE USE OF AGGREGATE FOR TEMPORARY ACCESS. TEMPORARY ACCESS CLOSURES WILL BE ALLOWED ONLY THE DIRECTION OF THE ENGINEER. HIGH EARLY STRENGTH CONCRETE WILL BE USED TO MINIMIZE THE INCONVENIENCE TO THE PUBLIC. NO ADDITIONAL COMPENSATION WILL BE PROVIDED TO THE CONTRACTOR FOR THE USE OF HIGH EARLY STRENGTH CONCRETE.
- ALL ADVANCE WARNING SIGNS FOR THE PROJECT SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION, ALL TEMPORARY OR PERMANENT PAVEMENT MARKING PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION PHASE CHANGE.
- 13. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF THE ENGINEER FOR ANY METHODS OF TRAFFIC CONTROL AND PROTECTION DIFFERENT THAN DIRECTED IN THE STATE AND LOCAL STANDARDS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR.
- 14. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- WHEN STRUCTURE ADJUSTMENTS TEMPORARILY RAISE A CASTING ABOVE THE ELEVATION OF THE PAVEMENT SURFACE, IN AREAS SUBJECTED TO VEHICULAR TRAFFIC, A HOT-MIX ASPHALT RAMP SHALL BE TRANSITIONED IN ACCORDANCE WITH NOTE 5 OF THE VILLAGE OF LOMBARD STANDARDS FOR "CASTING ADJUSTMENTS FOR STRUCTURES IN PAVED AREAS". THE PLACEMENT, MAINTENANCE AND REMOVAL OF THE HOT-MIX ASPHALT RAMP SHALL BE INCLUDED IN THE PRICE FOR ADJUSTMENT OR RECONSTRUCTION OF THE STRUCTURE.
- 16. ALL FULL-DEPTH PATCHES, WHERE PAVEMENT HAS BEEN REMOVED, SHALL BE PROTECTED BY A MINIMUM OF TWO (2) FLASHING BARRICADES. THE FURNISHING, PLACING AND MAINTENANCE OF BARRICADES SHALL BE PAID FOR UNDER TRAFFIC CONTROL AND PROTECTION.

SUGGESTED CONSTRUCTION STAGING

PRESTAGE CONSTRUCTION

CONSTRUCT VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION (7 SYSTEMS) AND TEMPORARY VIDEO DETECTION SYSTEM. RECONFIGURE VIDEO DETECTION ZONES TO MATCH PRESTAGE MAINTENANCE OF TRAFFIC.

PRESTAGE MAINTENANCE OF TRAFFIC

INSTALL TRAFFIC CONTROL MEASURES FOR STAGE 1A CONSTRUCTION. SHIFT TRAFFIC.

MAINTAIN TWO-WAY TRAFFIC (ONE LANE IN EACH DIRECTION) ON EXISTING SOUTHBOUND LANES. CLOSE NORTHBOUND LANES FOR STAGE 1A CONSTRUCTION. MAINTAIN ACCESS TO DRIVEWAYS AND SIDE STREETS, MAINTAIN DEDICATED SOUTHBOUND TO EASTBOUND LEFT TURN LANE AT ROOSEVELT ROAD INTERSECTION.

STAGE 1A CONSTRUCTION

REMOVE HOT-MIX ASPHALT SURFACE OF NORTHBOUND LANES AT A MAXIMUM 4 INCH DEPTH.

CONSTRUCT PAVEMENT PATCHING AT LOCATIONS DETERMINED BY THE ENGINEER.

BEGIN REMOVAL AND REPLACEMENT OF ANCILLARY ITEMS PER PLANS, SUCH AS CURB AND GUTTER, DRIVEWAY APRONS AND SIDEWALK, BEGIN TRAFFIC SIGNAL MODIFICATIONS AS APPROPRIATE WITHIN WORK ZONE.

ADJUST DRAINAGE AND UTILITY STRUCTURES AS DIRECTED BY THE ENGINEER.

CONSTRUCT PROPOSED BINDER COURSE ON NORTHBOUND LANES, NOTE: DEPTH MAY VARY TO ACHIEVE A 2% CROSS

STAGE 1A MAINTENANCE OF TRAFFIC

INSTALL TRAFFIC CONTROL MEASURES FOR STAGE 1B CONSTRUCTION.

MAINTAIN TWO-WAY TRAFFIC (ONE LANE IN EACH DIRECTION) ON NEWLY CONSTRUCTED BINDER COURSE OF NORTHBOUND LANES. CLOSE SOUTHBOUND LANES FOR STAGE 1B CONSTRUCTION, MAINTAIN ACCESS TO DRIVEWAYS AND SIDE STREETS. MAINTAIN DEDICATED SOUTHBOUND TO EASTBOUND LEFT TURN LANE AT ROOSEVELT ROAD INTERSECTION.

STAGE 1B CONSTRUCTION

REMOVE HOT-MIX ASPHALT SURFACE OF SOUTHBOUND LANES AT A MAXIMUM 4 INCH DEPTH.

CONSTRUCT PAVEMENT PATCHING AT LOCATIONS DETERMINED BY THE ENGINEER.

BEGIN REMOVAL AND REPLACEMENT OF ANCILLARY ITEMS PER PLANS, SUCH AS CURB AND GUTTER, DRIVEWAY APRONS AND SIDEWALK, BEGIN TRAFFIC SIGNAL MODIFICATIONS AS APPROPRIATE WITHIN WORK ZONE.

ADJUST DRAINAGE AND UTILITY STRUCTURES AS DIRECTED BY THE ENGINEER.

CONSTRUCT PROPOSED BINDER COURSE ON SOUTHBOUND LANES, NOTE: DEPTH MAY VARY TO ACHIEVE A 2% CROSS

COMPLETE REMOVAL AND REPLACEMENT OF ANCILLARY ITEMS. COMPLETE TRAFFIC SIGNAL MODIFICATIONS AS APPROPRIATE.

CONSTRUCT PROPOSED SURFACE COURSE ON SOUTHBOUND LANES.

REVISE VIDEO DETECTION ZONES TO MATCH STAGE 1B MAINTENANCE OF TRAFFIC.

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STAGE 1B MAINTENANCE OF TRAFFIC

INSTALL TRAFFIC CONTROL MEASURES FOR STAGE 2 CONSTRUCTION. SHIFT TRAFFIC.

MAINTAIN TWO-WAY TRAFFIC (ONE LANE IN EACH DIRECTION) ON NEWLY CONSTRUCTED SURFACE COURSE OF SOUTHBOUND LANES. CLOSE NORTHBOUND LANES FOR STAGE 2 CONSTRUCTION. MAINTAIN ACCESS TO DRIVEWAYS AND SIDE STREETS. MAINTAIN DEDICATED SOUTHBOUND TO EASTBOUND LEFT TURN LANE AT ROOSEVELT ROAD INTERSECTION.

STAGE 2 CONSTRUCTION

COMPLETE CONSTRUCTION OF ANCILLARY ITEMS, COMPLETE TRAFFIC SIGNAL MODIFICATIONS AS APPROPRIATE.

CONSTRUCT PROPOSED SURFACE COURSE ON NORTHBOUND LANES.

REVISE VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION TO MATCH FINAL CONFIGURATION, REMOVE TEMPORARY VIDEO DETECTION SYSTEM.

STAGE 2 MAINTENANCE OF TRAFFIC

INSTALL TRAFFIC CONTROL MEASURES FOR STAGE 3 CONSTRUCTION. SHIFT TRAFFIC.

OPEN WESTMORE-MEYERS ROAD TO FINAL CONFIGURATION, MAINTAIN TWO LANES, TWO-WAY TRAFFIC.

STAGE 3 CONSTRUCTION

USE DAY-LANE CLOSURE STANDARDS AS NEEDED TO COMPLETE OTHER MINOR ITEMS AND CLEANUP.

INSTALL FINAL RESTORATION AND LANDSCAPING.

INSTALL PERMANENT STRIPING UTILIZING STANDARD DAILY LANE CLOSURES.

TURN ON EMERGENCY VEHICLE PRE-EMPTION AS APPROPRIATE.

STAGE 3 MAINTENANCE OF TRAFFIC

UPON COMPLETION OF CONSTRUCTION, REMOVE ALL TEMPORARY SIGNING AND TRAFFIC STAGING. UNCOVER PERMANENT SIGNS.

OPEN TO TWO-LANE, TWO-WAY TRAFFIC ON NEW PAVEMENT,

ILLINOIS DEPARTMENT OF TRANSPORTATION VILLAGE OF LOMBARD WESTMORE / MEYERS RESURFACING PROJECT MAINTENANCE OF TRAFFIC GENERAL NOTES SCALE: NTS DRAWN BY: JM DATE: 01/31/07 CHECKED BY: JMT