

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ① THE CONTRACTOR MUST COORDINATE ALL LANE CLOSURES WITH THE ENGINEER.
- ② ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON THE I-94 EXPRESSWAY, RUSSELL RD, FRONTAGE RD AND RAMPS IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THIS CONTRACT DRAWINGS IS INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)", AND WILL NOT BE PAID FOR SEPARATELY.
- ③ LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE LATEST HIGHWAY STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS.
- ④ EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL WILL BE MEASURED IN SQUARE FEET AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
- ⑤ ALL DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH BIDIRECTIONAL STEADY BURN LIGHTS. CONES WILL NOT BE ALLOWED, UNLESS NOTED. DRUM SPACINGS SHALL BE 50' CENTER TO CENTER ALONG THE I-94 AND RUSSELL ROAD AND 25' C-C AT ALL RAMP LOCATIONS. DRUMS SHALL BE PLACED AT 100' C-C AT LOCATIONS OF FULL SHOULDER WIDTH.
- ⑥ ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED, AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED/ OVERHEAD SIGNS SHALL BE NON-DESTRUCTIVE IN NATURE AND WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (SPECIAL)"
- ⑦ TEMPORARY CONCRETE BARRIER MUST BE CONTINUOUSLY PINNED ALONG THE TRAFFIC SIDE WHERE A HAZARD EXISTS WITHIN 3.5 FEET OF BEHIND OF THE TEMPORARY CONCRETE BARRIER; THE BARRIER SHALL BE ANCHORED TO THE PAVEMENT. ANCHORING OF THE TEMPORARY CONCRETE BARRIER WILL NOT BE MEASURED FOR PAYMENT BUT IS INCLUDED IN THE CONTRACT UNIT PRICE FOR "TEMPORARY CONCRETE BARRIER" AND "RELOCATE TEMPORARY CONCRETE BARRIER".
- ⑧ ADVANCED SIGNING PER IDOT DISTRICT 1 DETAIL TC-22 AND/OR CHANGEABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF ROAD WORK IN BOTH TRAFFIC DIRECTIONS ALONG RUSSELL ROAD. DISTRICT 1 DETAIL TC-08 AND/OR CHANGEABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF RAMP WORK FOR RAMP C AND RAMP CLOSURE FOR RAMPS B AND A. THESE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "TEMPORARY INFORMATION SIGNING" OR "CHANGEABLE MESSAGE SIGN".
- ⑨ ALL TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON THE PLANS AS PAVEMENT MARKING TAPE, TYPE III OF THE LINE WIDTH SPECIFIED. THE CONTRACTOR MAY REQUEST PERMISSION TO USE EPOXY PAVEMENT MARKING IN PLACE OF PAVEMENT MARKING TAPE, TYPE III WHEN WEATHER CONDITIONS FALL OUTSIDE THE TEMPERATURE RESTRICTIONS STATED IN THE MANUFACTURERS SPECIFICATIONS FOR INSTALLING THE TAPE. THE INSTALLATION AND REMOVAL OF THE EPOXY PAVEMENT MARKING SHALL BE PAID FOR AS PAVEMENT MARKING TAPE, TYPE III AND WORK ZONE PAVEMENT MARKING REMOVAL RESPECTIVELY.
- ⑩ THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE IS INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" AND WILL NOT BE PAID FOR SEPARATELY.
- ⑪ THERE ARE NO DRAWINGS FOR PRE-STAGE 1A, EXCEPT FOR RAMP C. TEMPORARY PAVEMENT INSTALLED FOR TRAFFIC STAGING WILL BE PAID AS "TEMPORARY PAVEMENT". THE REMOVAL OF THE TEMPORARY PAVEMENT WILL BE PAID AS "PAVEMENT REMOVAL".
- ⑫ "RELOCATE TEMPORARY CONCRETE BARRIER" WILL BE MEASURED FOR PAYMENT WHEN THE BARRIER IS RELOCATED AND USED AS A TRAFFIC CONTROL DEVICE. THERE MAY BE SOME INSTANCES WHEN THE EXISTING TEMPORARY CONCRETE BARRIER REQUIRES RELOCATION DUE TO THE CONTRACTORS ACTIVITIES BUT THE BARRIER WILL NOT BE USED FOR MAINTENANCE OF TRAFFIC DURING THAT STAGE. THIS BARRIER WILL NOT BE MEASURED FOR PAYMENT UNTIL IT IS USED AS A TRAFFIC CONTROL DEVICE IN A SUBSEQUENT STAGE.
- ⑬ INSTALL DRIVEWAY ENTRANCE SIGN, AS PER IDOT STD TC-26. DRIVEWAY SIGNS WILL BE PAID AS "TEMPORARY INFORMATION SIGNING" MAINTAIN ACCESS CONTROL TO THE DRIVEWAYS BY CONSTRUCTING HALF AND MAINTAINING ACCESS IN THE OTHER HALF. ACCESS TO ALL BUSINESSES AND RESIDENCES WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION UNLESS NOTED IN PLANS.
- ⑭ FOR THE EXISTING SIGNING REMOVAL, SEE SIGNING AND PAVEMENT MARKINGS PLAN SHEETS.
- ⑮ THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PLACEMENT AND MESSAGES FOR ALL CHANGEABLE MESSAGE SIGNS WITH THE ENGINEER. PROVIDED BELOW FOR INFORMATION ONLY ARE ANTICIPATED LOCATIONS AND DURATIONS AT EACH LOCATION FOR PORTABLE CHANGEABLE MESSAGE SIGNS:

RAMP A	1
RAMP B	1
RAMP C	1
RUSSELL ROAD	3

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FILE NAME = #FILES#	USER NAME = default	DESIGNED - RA	REVISED -
		DRAWN - RA	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - RGR	REVISED -
	PLOT DATE = 3/9/2012	DATE - 03/09/2012	REVISED -

STAGING OVERVIEW

PRE-STAGE 1A

WORK DURING THIS STAGE WILL INCLUDE ALL WORK THAT IS REQUIRED TO PLACE TRAFFIC IN STAGE 1A AND 1B, INCLUDING BUT NOT LIMITED TO SIGNING, PAVEMENT MARKING, TEMPORARY PAVEMENT, AND ASPHALT SURFACING OF MILL CREEK ROAD..

TEMPORARY PAVEMENT ALONG RUSSELL ROAD FROM STA 00+24.6 TO STA 8+80, STA 18+34.67 TO STA 19+77.8, AND STA 20+00.0 TO STA 33+64.0.
 TEMPORARY PAVEMENT ALONG LEFT SIDE OF RAMP C FROM STA 52+35.0 TO STA 59+20.0.
 TEMPORARY PAVEMENT ALONG FRONTAGE'S ROAD EOP FROM STA 75+90.0 TO RUSSELL ROAD

PRE-STAGE WORK ALONG RUSSELL ROAD AND THE FRONTAGE ROAD WILL BE PERFORMED UNDER TEMPORARY LANE CLOSURES DURING HOURS AS APPROVED BY THE ENGINEER. PRE-STAGE WORK ALONG RAMP C WILL BE PERFORMED AS PER IDOT DISTRICT 1 DETAIL TC-17. SEE SHEET NO 28A FOR PRE-STAGE PLAN ON RAMP C. SEE MOT TYPICAL SECTIONS FOR ADDITIONAL TEMPORARY PAVEMENT INFORMATION.

STAGE 1A

OPEN TO TRAFFIC:

RAMP C - A 12' MOT RAMP LANE IS SHIFTED TO THE LEFT OF THE BASELINE. A 10' WIDE TEMPORARY PAVEMENT BUILT IN PRESTAGE IS USED FOR THIS MOT RAMP LANE. A TEMPORARY CONCRETE BARRIER WILL DIVIDE THE WORKZONE FROM THE RAMP TRAFFIC. RAMP TRAFFIC CAN ONLY GO WESTBOUND ON RUSSELL ROAD. FOR THE EASTBOUND MOVEMENT, SEE THE DETOUR PLAN.

RUSSELL ROAD: IN GENERAL, THE MOT 2-WAY TRAFFIC, ONE LANE IN EACH DIRECTION, IS SHIFTED TO THE EASTBOUND SIDE OF RUSSELL ROAD. RUSSELL ROAD IS CLOSED TO THROUGH TRAFFIC AT THE BRIDGES OVER I-94.

WEST OF THE RUSSELL ROAD BRIDGE, THE EASTBOUND MOT TRAFFIC ACCESS IS PERMITTED FROM STA 0+24.0 TO STA 3+30. TEMPORARY PAVEMENT WAS INSTALLED AT THE EASTBOUND SIDE OF RUSSELL ROAD BETWEEN STATIONS 00+24.6 TO STA 8+80.

AT THE EAST SIDE OF THE RUSSELL BRIDGE, MOT TRAFFIC HAS ACCESS TO AND FROM I-94 AND THE FRONTAGE ROAD. SEE DETOUR PLAN FOR RUSSELL ROAD DETOUR TO THE OTHER SIDE OF THE BRIDGE. MOT TRAFFIC RIDES ON TEMPORARY PAVEMENT BUILT IN PRE-STAGE.

DRIVEWAY ENTRANCES ARE OPEN TO TRAFFIC AT BOTH RIGHT AND LEFT OF RUSSELL ROAD BASELINE. SEE IDOT STD TC-26.

RAMPS A, RAMP B, AND THE FRONTAGE ROAD ARE OPEN TO TRAFFIC.

THE REGULAR THREE LANES OF NB I-94 AND SB I-94 ARE OPEN TO TRAFFIC. SHOULDERS AT BOTH SIDES OF NB AND SB I-94 ARE CLOSED TO TRAFFIC. SEE DISTRICT ONE STD TC-17 TEMPORARY NIGHT LANE CLOSURES AS NEEDED, SEE HIGHWAY STANDARD 701206-03 'LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS > 45 MPH'

DESCRIPTION OF WORK TO BE PERFORMED:

RAMP C: BUILD THE RIGHT PERMANENT SHOULDER AND HALF OF THE 16' LANE.
 BUILD 4' WIDE TEMPORARY PAVEMENT NEXT TO THE RIGHT PERMANENT SHOULDER FOR NEXT MOT TRAFFIC.

RUSSELL ROAD: BUILD THE PROPOSED LEFT SIDE OF RUSSELL ROAD FROM THE CENTER LINE OF RUSSELL ROAD AS SHOWN IN PLANS. REMOVE AND BUILD THE RUSSELL ROAD BRIDGES AND THE ROADWAY FROM STA 9+30.0 TO THE NEW WEST SIDE APPROACH SLAB AND FROM THE EAST SIDE APPROACH SLAB TO STA 17+00

CONSTRUCT RETAINING WALL TO THE RIGHT OF THE FRONTAGE ROAD.

TEMPORARY PAVEMENT NEEDS TO BE INSTALLED BETWEEN STATIONS 24+62.4 TO 31+22.0 NEXT TO THE LEFT PERMANENT SHOULDER, TO BE USED FOR THE NEXT MOT STAGE. SEE MOT TYPICAL SECTIONS.

STAGE 1B

OPEN TO TRAFFIC:

RUSSELL ROAD MOT TRAFFIC SAME AS STAGE 1A WITH THE EXCEPTION AT THE EAST OF THE RUSSELL RD BRIDGE.

DURING THIS STAGE RAMPS A AND B ARE CLOSED TO TRAFFIC. CONTRACTOR HAS TO MAINTAIN EMERGENCY ACCESS FOR THESE RAMPS. SEE DETOUR PLAN.

TEMPORARY PAVEMENT INSTALLED IN PRESTAGE, CONNECTS THE FRONTAGE ROAD AND RUSSELL ROAD TO PROVIDE TRAFFIC ACCESS AT EXISTING ELEVATION. SEE MOT PLANS FOR LIMITS.

NB I-94: CLOSED NB I-94 EXIT RAMP A TO RUSSELL ROAD AS PER DISTRICT ONE STD. TC-08. ALSO SEE MOT PLANS.

NBI-94 AND SB I-94 UNDER RUSSELL ROAD BRIDGES: SAME AS STAGE 1A.

DESCRIPTION OF WORK TO BE PERFORMED:

RAMP A: BUILD THE PERMANENT RAMP AS SHOWN IN PLANS.

RAMP B: BUILD THE PERMANENT RAMP AS SHOWN IN PLANS.

RAMP C: SAME AS PREVIOUS STAGE.

RUSSELL ROAD: SAME AS PREVIOUS STAGE. BUILD THE INTERSECTIONS WITH RAMPS A AND B AND FRONTAGE ROAD. THE RUSSELL ROAD LIMIT OF RECONSTRUCTION WITH THE FRONTAGE ROAD WOULD BE AT THE CONCRETE PAVEMENT

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

MAINTENANCE OF TRAFFIC - GENERAL NOTES

SCALE: NA SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	49-1(HB & HB-1R)	LAKE	225	25
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L76	

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