F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	112R-N	MCHENRY	266	44
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62537

SUGGESTED MAINTENANCE OF TRAFFIC STAGING

PRE-STAGE

TRAFFIC:
ROUTE 31 TRAFFIC WILL USE THE EXISTING LANES.

ROUTE 176 TRAFFIC WILL USE THE EXISTING LANES.

CONSTRUCTION: USE STANDARD 701326

1. CLOSE TERRA COTTA AVENUE AND CONSTRUCT DETENTION FACILITY.

2. TEMPORARY TRAFFIC SIGNALS WILL BE INSTALLED AND ENERGIZED AT:
   ROUTE 31 AND ROUTE 176

3. CONSTRUCTION OF THE PROPOSED MAIN LINE SEWERS:

   EAST SIDE OF ROUTE 31
   SOUTH SIDE OF ROUTE 176 (EAST LEG)
   CENTER OF ROUTE 176 (WEST LEG)

   A) CONSTRUCTION WILL INCLUDE LATERAL SEWERS, AS FEASIBLE, TO THE NEAR EDGE OF THE EXISTING PAVEMENT CENTERLINE OR THE PROPOSED CENTERLINE OF ROUTE 31 AND ROUTE 176.
   B) CONSTRUCT STORM SEWERS P-88, P-89, & P-90 AND DRAINAGE STRUCTURES S-98, S-99, S-104, & THE FLARED END SECTION AT STA. 136+72 RT DURING PRE-STAGE 1.
   C) INSTALL OUTLET PIPES P-171 AND P-172 AND STRUCTURE S-184 CONCURRENTLY WITH THE POND EXCAVATION.
   D) TRENCH EAST TO WEST ACROSS THE POND REMOVING THE EXISTING 24" STORM SEWER UP TO THE LOCATION OF PROPOSED MH S-47. THIS ALLOWS THE DRAINAGE FROM EXISTING MH #9587 TO DRAIN EAST.
   E) INSTALL MH S-47 AND THE 30" PIPE WEST ACROSS RTE 31. INSTALL MH S-48 AT THE LOCATION OF THE EXISTING (BOX) CROSS CULVERT FROM THE NORTH. PROVIDE A TEMPORARY CONNNECTION USING THE EXISTING INVERT FOR P-138 WHICH WILL BE INSTALLED LATER. IN CONJUNCTION WITH THIS TEMPORARY CONNECTION, BULKHEAD THE EXISTING OUTLET PIPE (SOUTH) IN EXISTING MH #1075 JUST NORTH OF THE NORTH CURBLINE. CUT A HOLE IN THE NORTH SIDE OF THE MANHOLE TO ALLOW FLOW TO EXIT TO THE ADJACENT CROSS CULVERT TIED IN TO MH S-47, DESCRIBED ABOVE.
   F) INSTALL P-45 NORTH ACROSS RTE 176 FROM THE POND TO MH S-56. INSTALL THE LATERAL LINE ACROSS RTE 31 TO S-58. AT S-58 PROVIDE A TEMPORARY PIPE CONNECTION TO THE EXISTING 12" STORM SEWER FROM THE NORTH.
   G) THE EXISTING CURB INLET ON RTE 176 ADJACENT TO THE POND AND ADJACENT TO THE PROPOSED INLET S-52, WILL NEED TO DRAIN DIRECTLY INTO THE POND SINCE THE EXISTING OUTFLOW PIPE WIL BE REMOVED IN STAGE 1 DEMOLITION. CUT AN OPENING IN THE BACK OF THE STRUCTURE AND PROVIDE TEMPORARY EROSION CONTROL FOR DRAINAGE INTO THE POND.

4. CONSTRUCT TEMPORARY PAVEMENT ALONG THE MEDIAN OF THE EXISTING ROUTE 31 PAVEMENT AS SHOWN ON THE PLANS, STA. 100+00 TO STA. 108+75. CONSTRUCT TEMPORARY PAVEMENT ALONG THE WEST SIDE OF THE EXISTING ROUTE 31 PAVEMENT AS SHOWN ON THE PLANS, STA. 109 TO STA. 146.

5. CONSTRUCT TEMPORARY PAVEMENT ALONG THE EAST SIDE OF ROUTE 176 AT VARIOUS LOCATIONS SHOWN ON THE PLANS.

6. CONSTRUCT TEMPORARY PAVEMENT OVER STORM SEWER TRENCH ALONG WEST LEG OF ROUTE 176

6. INSTALL TEMPORARY PAVEMENT MARKINGS FOR STAGE I, AS INDICATED ON THE PLANS AND RELOCATE THE TRAFFIC LANES.

7. PROVIDE LANDSCAPE RESTORATION AND EROSION CONTROL AS APPLICABLE.

STAGE I

TRAFFIC:
ROUTE 31 TRAFFIC WILL USE A PORTION OF THE EXISTING LANES AND THE TEMPORARY PAVEMENT. LEFT TURN LANES WILL BE PROVIDED AT THE EXISTING LOCATIONS OF LEFT TURN LANES AS INDICATED ON THE PLANS.
ROUTE 176 TRAFFIC WILL USE A PORTION OF THE EXISTING LANES AND THE TEMPORARY PAVEMENT. LEFT TURN LANES WILL BE PROVIDED AT THE EXISTING LOCATIONS OF LEFT TURN LANES AS INDICATED ON THE PLANS.

CONSTRUCTION:

1. CONSTRUCT THE NEW TRAFFIC SIGNALS AT ROUTE 31 AND ROUTE 176.
2. CONSTRUCT THE CUL DE SAC ON TERRA COTTA AVENUE.
3. GRADING OF THE NEW DETENTION AREA WILL BE COMPLETED.
4. CONSTRUCTION OF THE PROPOSED MAIN LINE STORM SEWERS AND LATERALS.

   EAST SIDE OF ROUTE 31
   NORTH SIDE OF ROUTE 176

5. CONSTRUCT THE PROPOSED NORTH BOUND PAVEMENT OF ROUTE 31 AS SHOWN ON THE PLANS, STA. 109 TO STA. 149. CONSTRUCT THE PROPOSED WEST BOUND PAVEMENT OF ROUTE 176 AS SHOWN ON THE PLANS.
6. PROVIDE LANDSCAPE RESTORATION AND EROSION CONTROL AS APPLICABLE.
7. INSTALL TEMPORARY PAVEMENT MARKINGS FOR STAGE II, AS INDICATED ON THE PLANS.

STAGE II

TRAFFIC:

ROUTE 31 TRAFFIC WILL USE THE NEW LANES AND SOME TEMPORARY PAVEMENT LANES WILL BE PROVIDED AT THE EXISTING LOCATIONS OF LEFT TURN LANES AS INDICATED IN THE PLANS.

ROUTE 176 TRAFFIC WILL USE THE NEW LANES AND SOME TEMPORARY PAVEMENT AS SHOWN ON THE PLANS.
LEFT TURN LANES WILL BE PROVIDED AT THE EXISTING LOCATIONS OF LEFT TURN LANES AS INDICATED ON THE PLANS.

CONSTRUCTION:

1. CONSTRUCT THE NEW TRAFFIC SIGNALS AT ROUTE 31 AND ROUTE 176.
2. PAVEMENT REMOVAL AND EXCAVATION:
   THE SOUTH BOUND PORTION OF THE ROUTE 31 ROADWAY AND THE EAST BOUND PORTION OF THE ROUTE 176 ROADWAY.
3. CONSTRUCTION OF THE PROPOSED STORM SEWERS:

   WEST SIDE OF ROUTE 31
   SOUTH SIDE OF ROUTE 176

4. CONSTRUCT THE PROPOSED SOUTH BOUND PAVEMENT OF ROUTE 31 AS SHOWN ON THE PLANS. CONSTRUCT THE PROPOSED EAST BOUND PAVEMENT OF ROUTE 176 AS SHOWN ON THE PLANS.
5. PROVIDE LANDSCAPE RESTORATION AND EROSION CONTROL AS APPLICABLE.
6. INSTALL TEMPORARY PAVEMENT MARKINGS FOR STAGE III, AS INDICATED ON THE PLANS AND RELOCATE THE TRAFFIC LANES.

STAGE III

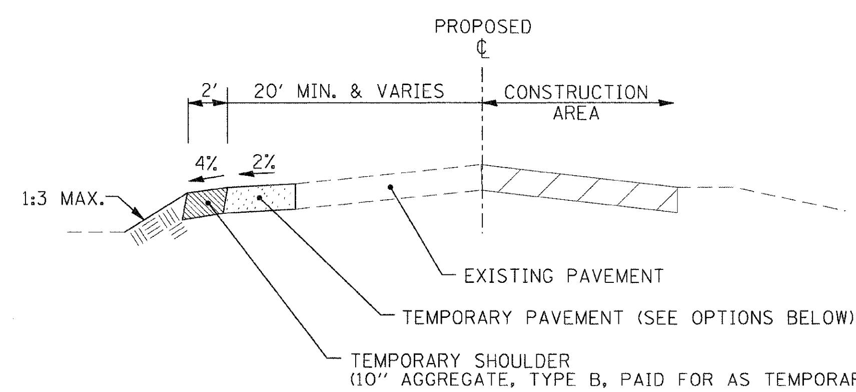
TRAFFIC:

ROUTE 31 TRAFFIC WILL USE THE OUTER LANE OF THE NEW PAVEMENT SECTION. LEFT TURN LANES WILL BE PROVIDED AS INDICATED ON THE PLANS.

ROUTE 176 TRAFFIC WILL USE THE OUTER LANE OF THE NEW PAVEMENT SECTION. LEFT TURN LANES WILL BE PROVIDED AS INDICATED ON THE PLANS.

CONSTRUCTION:

1. COMPLETE THE NEW TRAFFIC SIGNALS AT ROUTE 31 AND ROUTE 176.
2. PAVEMENT REMOVAL AND EXCAVATION OF THE MEDIAN AREAS.
3. CONSTRUCTION OF THE PROPOSED STORM SEWERS COMPLETED.
4. CONSTRUCT THE PROPOSED MEDIANS, CURB AND GUTTERS AND TURN LANES OF ROUTE 31 AND ROUTE 176.
   RECONSTRUCT THE MEDIANS AND TURN LANES OF ROUTE 31 AT THE SOUTH APPROACH TO THE PROJECT WHICH WERE REMOVED FOR STAGING REQUIREMENTS.
5. PROVIDE LANDSCAPE RESTORATION AND EROSION CONTROL AS APPLICABLE.
6. INSTALL PERMANENT PAVEMENT MARKINGS, AS INDICATED ON THE PLANS AND OPEN ALL TRAFFIC LANES.



(OPTION 1) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
TRANSVERSE PAVEMENT JOINTS SHALL BE SPACED AT 15 FEET (NO DOWEL BARS)

(OPTION 2) HOT-MIX ASPHALT BASE COURSE, 7.5"
AND HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (2")

TEMPORARY PAVEMENT SHALL INCLUDE A MINIMUM OF 4" OF AGGREGRATE SUBGRADE, BUT INCREASED TO 12" IN AREAS OF SOFT SUBGRADE SOIL (IBR < 2.5)

TEMPORARY PAVEMENT

GENERAL NOTES FOR TRAFFIC CONTROL

1. ALL TRAFFIC CONTROL MATERIAL AND DEVICES SHALL CONFORM TO THE TRAFFIC CONTROL PLANS AND THE LATEST EDITION OF THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. MAINTENANCE OF TRAFFIC AS DENOTED ON THE PLANS IS INTENDED TO BE USED AS A GENERAL GUIDE FOR THE SEQUENCE OF CONSTRUCTION OF THE WORK. NO CHANGES WILL BE PERMITTED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.
3. ACCESS TO ENTRANCES SHALL BE MAINTAINED. WHEN A PROPERTY IS SERVICED BY A SINGLE ENTRANCE, CONSTRUCTION OF THE ENTRANCE SHALL BE COMPLETED ONE HALF AT A TIME IN ORDER TO MAINTAIN ACCESS. WHEN A PROPERTY IS SERVICED BY MULTIPLE ENTRANCES, ONE OF THE ENTRANCES SHALL REMAIN OPEN AT ALL TIMES.
4. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT THE FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER.
5. REMOVE ANY EXISTING PAVEMENT MARKINGS, AS REQUIRED, IF IN CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS FOR TRAFFIC CONTROL AND PROTECTION AS SHOWN ON THE PLANS. TEMPORARY PAVEMENT MARKINGS WHICH FALL BEYOND THE PROJECT LIMITS SHALL BE TYPE III MARKING TAPE.
6. WORK AT INTERSECTIONS SHALL BE PERFORMED BETWEEN 9:00 A.M. AND 3:00 P.M. ONLY. FLAGGERS SHALL BE USED FOR ALL SUCH OPERATIONS.
7. TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATOR SHALL BE PLACED WHERE THE ACTIVE TRAVEL LANE IS ADJACENT TO A DROP-OFF OF 3 FEET OR GREATER, AND AT LOCATIONS AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF 590 FEET OF TEMPORARY CONCRETE BARRIER AND 2 EACH IMPACT ATTENUATOR (TEMPORARY) HAS BEEN INCLUDED. THE BARRIER UNIT AT EACH END OF THE INSTALLATION SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING ALL SIX ANCHORING PINS FOR F SHAPE OR ALL SIX DOWEL BARS FOR THE NEW JERSEY SHAPE. THE WORK SHALL BE IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATIONS.
8. THE FURNISHING, INSTALLATION, RELOCATION AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHOWN ON THESE MAINTENANCE OF TRAFFIC PLANS AND ON THE APPLICABLE IDOT TRAFFIC CONTROL STANDARDS SHALL BE PAID FOR UNDER THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION (SPECIAL)". THE CONTRACTOR SHALL FURNISH ANY ADDITIONAL SIGNS AS REQUIRED BY THE ENGINEER, THE COST OF WHICH WILL ALSO BE INCLUDED IN "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".
9. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED EAST BOUND AND WEST BOUND ON ROUTE 176, AND NORTH BOUND AND SOUTH BOUND ON ROUTE 31, AS DIRECTED BY THE ENGINEER.
10. THE CONTRACTOR SHALL COORDINATE WITH ADJACENT CONTRACT CONCERNING STAGING THE CONSTRUCTION, AS DIRECTED BY THE ENGINEER.
11. ALL TEMPORARY CONCRETE BARRIERS ON THE TEMPORARY PAVEMENT, SHALL BE ANCHORED TO THE PAVEMENT PER STATE STANDARD 704001
12. TEMPORARY PAVEMENT SHALL BE REQUIRED OVER SEWER AND WATER MAIN TRENCHES, WHERE THE TRENCH RESIDES WITHIN THE EXISTING ROADWAY PAVEMENT AND WILL REQUIRE TRAFFIC TO BE MAINTAINED ON THE EXISTING PAVEMENT.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. ROUTE 336
IL RTE 31 AND IL RTE 176

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL- STAGING AND GENERAL NOTES

DATE: 02/10/2012
DRAWN BY: SMP
CHECKED BY: SJG

PLAN | NOTE BOOK | NO. | SURVEYED | PLOTTED | ALIGNMENT CHECKED | R.O.W. CHECKED | CADD FILE NAME | BY | DATE

PROFILE | NOTE BOOK | NO. | SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATIONS CHKD | BY | DATE