F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	187
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-4

62304

GENERAL NOTES:

SEE SPECIAL PROVISION TITLED TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

A WORK ZONE SPEED LIMIT OF 45 M.P.H. MUST BE MAINTAINED AT ALL TIMES.

QUANTITY FOR TEMPORARY PAVEMENT MARKING - LINE 6" WAS ASSUMED EQUAL TO THE LENGTH OF TEMPORARY CONCRETE BARRIER. UTILIZED WHEN THE BARRIER IS LOCATED ONE FOOT OR LESS FROM THE EDGE OF TRAVELED WAY.

ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING THE WINTER SHUTDOWN STAGE OR ON EXISTING PAVEMENT SHALL BE PAID FOR AS EPOXY PAVEMENT MARKING OF THE LINE TYPE AND WIDTH SPECIFIED.

ALL TEMPORARY PAVEMENT MARKINGS PLACED ON NEW PAVEMENT SHALL BE PAID FOR AS PAVEMENT MARKING TAPE, TYPE III OF THE LINE TYPE AND WIDTH SPECIFIED EXCEPT WHEN DIRECTED OTHERWISE.

A TOTAL OF 10 CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED ALONG THE MAINLINE AND NEAR RAMP CLOSURES FOR THE DURATION OF THIS CONTRACT. EXACT PLACEMENT OF THE SIGNS SHALL BE DETERMINED BY THE RESIDENT ENGINEER.

ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES MUST HAVE THE REFLECTIVE LENSES REMOVED AS DIRECTED BY THE RESIDENT ENGINEER. MEASURE OF PAYMENT FOR REMOVAL OF REFLECTORS IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

FOR ACCESS CONTROL, THE CONTRACTOR IS REQUIRED TO PLACE CHAIN LINK FENCE 6' (SPECIAL), 7'-2" CLEAR FROM THE CENTERLINE OF CTA TRACK, PRIOR TO REMOVING EXISTING CTA CHAIN LINK FENCE AND BARRIER WALL. THE CONTRACTOR MUST ALSO PLACE CHAIN LINK GATES, 6' X 6' SINGLE AT ALL LOCATIONS WHERE THERE ARE EXISTING CTA FENCE GATES. THE CHAIN LINK FENCE 6' (SPECIAL) MUST REMAIN IN PLACE UNTIL THE NEW PERMANENT CTA FENCE IS COMPLETED.

REFER TO MISCELLANEOUS DETAIL SHEETS FOR TEMPORARY PAVEMENT AND MILLING OPERATIONS AND FOR OVERDIG AREAS DETAILS.

THE RESIDENT ENGINEER SHALL ASSESS THE EXISTING CONDITION OF THE PAVEMENT LOCATED ALONG THE INSIDE SHOULDER. DAMAGED AREAS WILL REQUIRE SHOULDER REHABILITATION INCLUDING MILLING AND RESURFACING. ADDITIONAL QUANTITIES OF 147 SQ YD FOR BITUMINOUS SURFACE REMOVAL, 1½" AND 13 TONS FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 HAVE BEEN INCLUDED IN THE PLANS.

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CONSTRUCTION STAGING NOTES

PRE STAGE 1, 1A, 1B, & 1C - NIGHT TIME OPERATIONS

ALL RAMPS ARE SHOWN OPEN ON STAGING PLANS. IN ORDER TO FACILITATE MAINLINE AND RAMP TERMINAL PAVING, THE CONTRACTOR HAS THE OPTION TO CLOSE RAMPS FOR A LIMITED TIME IN ACCORDANCE WITH RAMP CLOSURE GUIDELINES PROVIDED IN THE SPECIAL PROVISIONS.

ADDITIONAL PAVEMENT MARKING TAPE QUANTITIES HAVE BEEN PROVIDED TO RESTRIPE RAMP GORES AFTER THE RAMP TERMINALS HAVE BEEN RECONSTRUCTED (ASSUMED TO INCLUDE 1 ENTRANCE RAMP AND 1 EXIT RAMP).

INSTALL RAMP CLOSURE ADVANCE INFORMATION SIGNS ON STAGE 1 RAMP CLOSURES A MINIMUM OF 2 WEEKS IN ADVANCE OF THE CLOSURE. SEE STAGE 1 RAMP CLOSURE GUIDELINES IN THE SPECIAL PROVISIONS.

INSTALL RAMP CLOSURE ADVANCE INFORMATION SIGNS ON THE MICHIGAN AVE. ENTRANCE RAMP A MINIMUM OF 2 WEEKS IN ADVANCE OF THE START OF STAGE 1. CLOSE RAMP FOR THE DURATION OF STAGE 1 AND 1A OR AT ANY TIME NB I-94 (BISHOP FORD) IS IN A 1 LANE CONFIGURATION.

UTILIZE STATE STANDARDS 701400 - APPROACH TO LANE CLOSURE, 701401 - LANE CLOSURE AND DISTRICT 1 DETAIL TC-09 - MULTI-LANE WEAVE AT NB I-57 STA. 188+28 AND NB I-94 (BISHOP FORD) STA. 1990+00.

COORDINATE THREE LANES OF TRAFFIC AT NB I-94 (DAN RYAN) STA. 2316+00 WITH CONTRACT *60B17 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT WB I-94 TO I-57 CONNECTOR STA. 340+29 WITH CONTRACT *62593 IN ORDER TO MAINTAIN TRAFFIC FLOW.

UTILIZE DISTRICT 1 DETAIL TC-17 TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES TO INSTALL TEMPORARY PAVEMENT WIDENING FROM WB I-94 TO I-57 CONNECTOR STA. 330+34 TO STA. 333+92 AND FROM STA. 338+98 TO STA. 339+79 PRIOR TO STAGE 1.

UTILIZE DISTRICT 1 DETAIL TC-17 TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES TO INSTALL TEMPORARY PAVEMENT WIDENING AND AGGREGATE SHOULDER FROM NB I-57 STA. 219+16 TO EB I-57 TO I-94 CONNECTOR STA. 406+88 PRIOR TO STAGE 1A.

PERFORM THE FOLLOWING MEDIAN REMOVAL PARTIAL DEPTH OPERATION PRIOR TO THE START OF STAGE 1:
ON NB I-57 FROM STA. 228+74 TO STA. 232+63 AT THE NB I-57/EB I-57 TO I-94 CONNECTOR DIVERGING GORE.

PERFORM THE FOLLOWING TEMPORARY PAVEMENT AND COLD MILLING OPERATIONS PRIOR TO STAGE 1A:
ON NB I-57 FROM STA. 190+65 TO STA. 207+92 AND FROM STA. 218+87 TO STA. 218+91;
ON WB I-94 TO SB I-57 FROM STA. 330+66 TO STA. 340+29; ON MAINLINE NB I-94 (DAN RYAN) FROM STA. 2252+02 TO STA. 2257+02.

PERFORM THE FOLLOWING TEMPORARY PAVEMENT AND COLD MILLING OPERATIONS PRIOR TO STAGE 1B:
ON NB I-94 (BISHOP FORD) FROM STA. 2042+78 TO STA. 2045+79; ON NB I-57 FROM STA. 255+32 TO STA. 258+32; ON MAINLINE NB I-94 (DAN RYAN) FROM STA. 2203+00 TO STA. 2252+02 AND FROM STA. 2252+02 TO 2252+06.

COMPLETE SHOULDER REHABILITATION FOR AREAS OF DAMAGED PAVEMENT PRIOR TO SHIFTING TRAFFIC.

REMOVE EXISTING PAVEMENT MARKINGS AND REPLACE WITH EPOXY PAVEMENT MARKINGS.

REMOVE LENSES FROM RAISED REFLECTIVE PAVEMENT MARKERS.

INSTALL AND RELOCATE TEMPORARY CONCRETE BARRIER WALL AND REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGE 1, 1A, 1B, & 1C CONSTRUCTION.

COVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

STAGE 1, 1A, 1B, & 1C CONSTRUCTION (FALL 2006)

STAGE 1 CONSTRUCTS THE FOLLOWING: LANE 3 & THE OUTSIDE SHOULDER ALONG NB I-57 FROM STA. 190+71 TO STA. 205+70; LANES 3, 4 & THE OUTSIDE SHOULDER ALONG NB I-57 FROM STA. 205+70 TO STA. 218+87; LANE 1 & THE INSIDE SHOULDER ALONG I-57 FROM STA. 232+56 TO STA. 239+82 INCLUDING THE INSIDE SECTION OF THE NB I-57 BRIDGE EXCLUDING THE BRIDGE APPROACH PAVEMENT; ACCIDENT INVESTIGATION SITE #5 ALONG NB I-94 (BISHOP FORD) FROM STA. 1990+49 TO STA. 1999+42; OUTSIDE SHOULDER CURB & GUTTER AND STORM SEWER INSTALLATION ALONG I-94 (BISHOP FORD) FROM STA. 2002+55 TO STA. 2020+99; LANE 2 AND THE OUTSIDE SHOULDER ALONG I-94 (BISHOP FORD) FROM STA. 2020+99 TO STA. 2045+79; INSIDE LANE ALONG THE WB I-94 TO SB I-57 CONNECTOR FROM STA. 330+65 TO STA. 340+29 ; LANES 4, 5, & THE OUTSIDE SHOULDER ALONG THE MAINLINE I-94 (DAN RYAN) FROM STA. 2203+00 TO STA. 2316+00. THE AREAS MENTIONED ABOVE INCLUDE ALL ADDITIONAL WORK WITHIN THEIR PROPOSED LIMITS.

NB I-57 TRAFFIC WILL BE SHIFTED LEFT TO THE INSIDE SHOULDER IN 2-11' LANES UP TO THE SPLIT WITH THE EB I-57 TO I-94 CONNECTOR. TRAFFIC APPROACHING THE NB BRIDGE WILL BE SHIFTED RIGHT TO THE OUTSIDE SHOULDER IN 2-11' LANES AND MERGE WITH NB I-94 (BISHOP FORD). NB I-94 (BISHOP FORD) TRAFFIC WILL BE SHIFTED LEFT TO THE INSIDE SHOULDER IN 2-11' LANES UP TO THE WB I-94 TO I-57 SPLIT. THE INSIDE LANE OF NB I-94 (BISHOP FORD) WILL EXIT TO THE WB I-94 TO I-57 CONNECTOR. THE OUTSIDE LANE OF NB I-94 (BISHOP FORD) WILL REMAIN SHIFTED TO THE LEFT UNTIL MERGING WITH NB I-57. WB I-94 TO I-57 CONNECTOR TRAFFIC WILL BE SHIFTED RIGHT TO THE OUTSIDE SHOULDER IN 1-11' LANE UP TO THE MERGE WITH SB I-57 AND CONTRACT *62593. MAINLINE NB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED LEFT TO THE INSIDE SHOULDER IN 3-11' LANES UP TO STA. 2316+00 AND CONTRACT *60B17.

THE CONTRACTOR MUST COORDINATE WITH CONTRACT *62593 CONCERNING STORM SEWER JACKING OPERATIONS WHICH SPANS ACROSS CONTRACT *62304'S CONSTRUCTION ZONE.

THE CONTRACTOR MUST COMPLETE ALL WORK IN THE FOLLOWING AREAS BEFORE IMPLEMENTING STAGE 1A:
NB I-57 STA. 190+71 TO STA. 218+87; NB I-94 (BISHOP FORD) STA. 1990+49 TO 2045+77; WB I-94 TO SB I-57 STA 330+65 TO STA. 340+29; MAINLINE NB I-94 STA. 2203+00 TO 2257+02.

STAGE 1A CONSTRUCTS THE FOLLOWING: LANES 1, 2, & INSIDE SHOULDER ALONG NB I-57 FROM STA. 190+71 TO STA. 218+87; LANE 1, THE INSIDE SHOULDER, TEMPORARY CONCRETE PAVEMENT IN PLACE OF THE PERMANENT BRIDGE APPROACH PAVEMENT ALONG NB I-57 FROM STA. 218+87 TO STA. 239+82 INCLUDING THE NB I-57 BRIDGE; WB I-94/NB I-94 (BISHOP FORD) GORE AND STORM SEWER INSTALLATION ALONG NB I-94 (BISHOP FORD) FROM STA. 2009+72 TO STA. 2020+99; LANE 1 AND INSIDE SHOULDER ALONG I-94 (BISHOP FORD) FROM STA. 2020+99 TO STA. 2045+79; LANE 3 ALONG THE MAINLINE NB I-94 (DAN RYAN) FROM STA. 2203+00 TO STA. 2252+02. THIS WILL COINCIDE WITH THE WORK REMAINING FROM STAGE 1.

DURING STAGE 1A, NB I-57 TRAFFIC WILL BE SHIFTED TO THE RIGHT ALONG THE OUTSIDE SHOULDER IN 2-11' LANES. NB I-94 (BISHOP FORD) TRAFFIC WILL BE SHIFTED RIGHT TO THE OUTSIDE SHOULDER IN 2-11' UP TO THE WB I-94 TO I-57 SPLIT. THE INSIDE LANE OF NB I-94 (BISHOP FORD) WILL EXIT TO THE WB I-94 TO I-57 CONNECTOR. THE OUTSIDE LANE OF NB I-94 (BISHOP FORD) WILL REMAIN SHIFTED TO THE RIGHT UNTIL MERGING WITH NB I-57. WB I-94 TO SB I-57 TRAFFIC WILL BE SHIFTED TO THE INSIDE SHOULDER IN 1-11' LANE UP TO STA. 326+00. TRAFFIC TRAVELING BELOW THE NB I-57 BRIDGE WILL BE SHIFTED TO THE NEWLY CONSTRUCTED LANE THROUGH THE MERGE WITH SB I-57 AND CONTRACT *62593. MAINLINE NB I-94 (DAN RYAN) TRAFFIC WILL BE SPLIT WITH 2-11' LANES ON THE INSIDE SHOULDER AND 1-11' LANE ON THE OUTSIDE SHOULDER UNTIL MERGING INTO 3-11' LANES AT STA. 2257+02.

DURING STAGE 1 AND 1A CONSTRUCTION ALONG NB I-94 (DAN RYAN), ALL CONSTRUCTION VEHICLES MUST STAY WITHIN THE HAUL ROAD. CROSSING EXIT RAMP TRAFFIC IS PROHIBITED. ADDITIONALLY, THE CONTRACTOR SHALL BE RESPONSIBLE TO DIFFERENTIATE BETWEEN THE RAMP EXIT AND HAUL ROAD ENTRANCE. THE CONTRACTOR SHALL UTILIZE EITHER THE A.I.S. OR C-D ROADWAY TO MERGE HAUL ROAD AND RAMP TRAFFIC. A STOP SIGN SHALL BE PLACED AT THE UPSTREAM END OF THE C-D ROADWAY TO STOP TRAFFIC ON THE RAMP FROM THE FRONTAGE ROAD. ALL SIGNING REQUIRED BY TC-18 SHALL BE APPLIED TO ANY WORK ZONE ACCESS OPTION EMPLOYED BY THE CONTRACTOR.

THE CONTRACTOR MUST COMPLETE ALL CONSTRUCTION ON NB I-57 FROM STA. 190+71 TO STA. 207+70 EXCEPT WORK WHICH IS CONSTRAINED BY THE LIMITED WORKING SPACE BEFORE IMPLEMENTING STAGE 1B.

THE CONTRACTOR MUST OPEN NB I-94 (BISHOP FORD) TO TWO LANES OF TRAFFIC BEFORE IMPLEMENTING STAGE 1B.

STAGE 1B IS REQUIRED TO GIVE THE CONTRACTOR ADEQUATE WORKING SPACE TO POUR LANES 1 AND 2 ON NB I-57 FROM STA. 190+71 TO 207+70. TRAFFIC WILL BE SHIFTED AND CLOSED TO 1-11' LANE. NB I-94 (BISHOP FORD) TRAFFIC WILL BE SHIFTED LEFT IN 2-11' LANES UP TO THE MERGE WITH NB I-57. MAINLINE NB I-94 (DAN RYAN) TRAFFIC WILL BE IN 4-11' LANES UP TO THE 87TH STREET EXIT WHEN ONE LANE OF TRAFFIC WILL BE DROPPED AND WHERE THE STAGE 1 LANE CONFIGURATION WILL BE MAINTAINED. DUE TO THE SEVERE TRAFFIC CONSTRAINTS THIS STAGE WILL BE FOR A LIMITED DURATION AS DETAILED IN THE SPECIAL PROVISIONS AND WILL COINCIDE WITH THE WORK REMAINING FROM STAGES 1 AND 1A.

STAGE 1C IS REQUIRED TO RETURN NB I-57 TO A 2-11' LANE CONFIGURATION ALONG THE OUTSIDE SHOULDER FROM STA. 190+71 TO 207+70. THIS CONFIGURATION WILL REMAIN UNTIL THE END OF THE FALL 2006 STAGE AND COINCIDE WITH WORK REMAINING IN STAGES 1 AND 1A.

DURING STAGE 1 OR 1A, THE CONTRACTOR MUST INSTALL DRAINAGE STRUCTURES AND STORM SEWERS #112, #113, #115, #116,#118, #119, #581, AND #582 PRIOR TO CONSTRUCTING THE TEMPORARY PAVEMENT RUNROUND REQUIRED FOR STAGE 2 ALONG NB I-57 FROM STA. 239+82 TO STA. 245+50. SEE DRAINAGE AND UTILITY PLANS FOR DETAILS.

DRAINAGE STRUCTURES #112, #113, #115, #116, #118 AND #119 SHALL BE CONSTRUCTED TO MATCH THE TOP OF THE TEMPORARY PAVEMENT RUNAROUND AND NOT TO THE FINAL ELEVATIONS AS SHOWN ON THE DRAINAGE SCHEDULE. THESE DRAINAGE STRUCTURES WILL NEED TO BE ADJUSTED TO THEIR FINAL ELEVATIONS IN A LATER STAGE.

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PRE WINTER LANE CONFIGURATION - NIGHT TIME OPERATIONS

PERFORM THE FOLLOWING TEMPORARY PAVEMENT AND COLD MILLING OPERATIONS: ALONG NB I-57 BETWEEN NEWLY CONSTRUCTED LANE 1 AND EXISTING LANE 2 FROM STA. 218+87 TO STA. 232+57; ALONG MAINLINE NB I-94 (DAN RYAN) BETWEEN EXISTING LANE 3 AND NEWLY CONSTRUCTED LANE 4 FROM STA. 2257+02 TO STA. 2316+00.

COORDINATE FOUR LANES OF TRAFFIC AT NB I-94 (DAN RYAN) STA. 2316+00 TO WITH CONTRACT *60B17 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT WB I-94 TO I-57 CONNECTOR MERGE WITH CONTRACT *62593 AT STA. 340+29 IN ORDER TO MAINTAIN TRAFFIC FLOW.

REMOVE CONFLICTING TEMPORARY PAVEMENT MARKINGS FROM STAGES 1, 1A, & 1C AND REPLACE WITH EPOXY PAVEMENT MARKINGS.

RELOCATE TEMPORARY CONCRETE BARRIER WALL TO CREATE ADEQUATE SHOULDERS FOR SNOW STORAGE AND RELOCATE REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR THE WINTER LANE CONFIGURATION.

COVER & UNCOVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

1

WINTER LANE CONFIGURATION (WINTER 2006-2007)

NB I-57 TRAFFIC WILL BE SHIFTED LEFT TO THE INSIDE SHOULDER IN 3-11' LANES FROM STA. 190+71 TO STA. 224+86. TRAFFIC APPROACHING THE NB I-57 BRIDGE WILL BE SHIFTED TO THE OUTSIDE SHOULDER IN 2-11' LANES AND MERGE WITH NB I-94 (BISHOP FORD). THE OUTSIDE LANE OF NB I-57 WILL EXIT TO THE EB I-57 TO I-94 CONNECTOR. NB I-94 (BISHOP FORD) TRAFFIC WILL BE SHIFTED LEFT TO THE INSIDE SHOULDER IN 3-11' LANES FROM STA. 1995+79 TO STA. 2004+12. THE INSIDE LANE OF NB I-94 (BISHOP FORD) WILL EXIT TO THE WB I-94 TO I-57 CONNECTOR. THE OUTSIDE 2 LANES WILL MERGE WITH NB I-57. WB I-94 TO I-57 CONNECTOR TRAFFIC WILL BE SHIFTED TO THE OUTSIDE SHOULDER FROM STA. 307+43 TO STA. 328+00. TRAFFIC WILL THEN BE SHIFTED TOWARD THE CENTER OF THE NEWLY CONSTRUCTED PAVEMENT AND CONTRACT*62593. MAINLINE NB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED LEFT TO THE LEFT SHOULDER FROM STA. 2203+00 TO STA. 2316+00.

PRE STAGE 2 - NIGHT TIME OPERATIONS

THE CONTRACTOR SHALL COORDINATE WITH CONTRACT *62593 PRIOR TO COMMENCING BOX BEAM REPLACEMENT.

COORDINATE THREE LANES OF SPLIT TRAFFIC AT NB I-94 (DAN RYAN) STA. 2316+00 WITH CONTRACT *60B17 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT WB I-94 TO I-57 CONNECTOR STA. 340+29 WITH CONTRACT *62593 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT EB I-57 TO I-94 CONNECTOR STA. 415+06 WITH CONTRACT *62593 IN ORDER TO MAINTAIN TRAFFIC FLOW.

UTILIZE DISTRICT 1 DETAIL TC-17 TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES TO INSTALL TEMPORARY PAVEMENT RUNAROUND FROM NB I-57 STA. 239+82 TO STA. 253+18 IN ORDER TO FACILITATE THE CTA AND SB BISHOP FORD TUNNEL BOX BEAM REPLACEMENT.

REMOVE CONFLICTING TEMPORARY PAVEMENT MARKINGS FROM THE WINTER LANE CONFIGURATION STAGE AND REPLACE WITH EPOXY OR PAVEMENT MARKING TAPE.

RELOCATE TEMPORARY CONCRETE BARRIER WALL AND REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGE 2.

COVER & UNCOVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

STAGE 2 CONSTRUCTION (SPRING 2007)

STAGE 2 CONSTRUCTS THE FOLLOWING: LANE 2 AND EB I-57 / NB I-57 DIVERGING GORE ALONG NB I-57 FROM STA. 218+87 TO STA. 232+98; LANES 2, 3, THE OUTSIDE SHOULDER, AND THE HIGH SIDE OF THE NB I-57 BRIDGE ALONG NB I-57 FROM STA. 232+98 TO STA. 255+32; LANE 1, AND INSIDE SHOULDER ALONG THE EB I-57 TO I-94 CONNECTOR FROM STA. 408+41 TO STA. 415+06; INSIDE SHOULDER, CURB AND GUTTER, & STORM SEWER INSTALLATION ALONG WB I-94 TO I-57 CONNECTOR FROM STA. 299+53 TO STA. 329+05; LANE 3 ALONG MAINLINE NB I-94 (DAN RYAN) FROM STA. 2252+02 TO STA. 2316+00

ADDITIONALLY, STAGE 2 BEGINS THE BOX BEAM REPLACEMENT WITHIN THE CTA AND SB FORD TUNNELS AS OUTLINED ON THE BEAM REPLACEMENT PLANS. THE CONTRACTOR SHALL UTILIZE SPECIAL PROVISIONS "KEEPING EXPRESWAYS OPEN TO TRAFFIC" AND "TRAFFIC CONTROL REQUIREMENTS FOR STRUCTURE #016-0073 PCC BOX BEAMS REPLACEMENT" FOR ANY WORK REQUIRING FULL LANE CLOSURES OR DETOURS. THE CONTRACTOR SHALL ALSO COORDINATE THE BEAM REPLACEMENT WORK SCHEDULE, THE MAINTENANCE OF TRAFFIC PLAN, AND ANY LANE CLOSURES/DETOURS ALONG SB I-94 WITH CONTRACT *62593.

REVISIONS	
NAME	DATE
1 ADDENDUM 1	05/08/06

TY·LIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

GENERAL NOTES

CONSTRUCTION STAGING NOTES

MAINTENANCE OF TRAFFIC DETAILS

SHEET 1 OF 13

SCALE: NO SCALE | DRAWN BY: RTM

DATE: MARCH 7, 2006 | CHECKED BY: TGB