

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, STONY ISLAND, AND RAMPS ARE IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THESE CONTRACT DRAWINGS ARE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)", 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.
- 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 (EXPRESSWAYS)".
- ⑦ TEMPORARY CONCRETE BARRIER MUST BE CONTINUOUSLY PINNED ALONG THE TRAFFIC SIDE WHERE A HAZARD EXISTS WITHIN 3.5 FEET 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 IF BASE OF THE TEMPORARY CONCRETE BARRIER IS 12 INCHES OR LESS FROM THE TRAVEL LANE, THEN THE BASE OF THE BARRIER WALL WILL ALSO HAVE A 6 INCH WIDE TEMPORARY PAVEMENT MARKING. THE PAVEMENT MARKING EDGE LINE WILL BE YELLOW WHEN THE BARRIER IS TO THE LEFT OF THE TRAVEL LANE AND WHITE WHEN ON THE RIGHT SIDE. THE TEMPORARY PAVEMENT MARKING WILL BE PAID AS, "TEMPORARY PAVEMENT MARKING, 6"
- ⑨ INSTALL GLARE SCREEN BLADES ON THE TEMPORARY CONCRETE BARRIER AT CROSSOVERS AND WHERE THE TEMPORARY CONCRETE BARRIER DIVIDES TRAFFIC IN OPPOSITE DIRECTIONS, PAY AS "MODULAR GLARE SCREEN SYSTEM"
- ⑩ 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. DISTRICT 1 DETAIL TC-08 AND/OR CHANGEABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF RAMP WORK AND RAMP CLOSURE. THESE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "TEMPORARY INFORMATION SIGNING" OR "CHANGEABLE MESSAGE SIGN".
- ⑪ 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 (EXPRESSWAYS)" AND WILL NOT BE PAID FOR SEPARATELY.
- ⑫ THERE ARE NO DRAWINGS FOR PRE-STAGE 1. TEMPORARY PAVEMENT INSTALLED FOR TRAFFIC STAGING WILL BE PAID AS "TEMPORARY PAVEMENT". THE REMOVAL OF THE TEMPORARY PAVEMENT WILL BE PAID AS "PAVEMENT REMOVAL".
- ⑬ "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.
- ⑭ FOR BETTER VISIBILITY IN THE MOT PLANS, THE TEMPORARY CHEVRON MARKINGS ARE NOT DRAWN, INSTEAD A NOTE POINTS TO THE TEMPORARY GORE
- ⑮ FOR THE EXISTING SIGNING REMOVAL, SEE SIGNING AND PAVEMENT MARKINGS PLAN SHEETS.
- ⑯ FOR TEMPORARY INFORMATION SIGNING DETAILS, SEE SHEETS 141 TO 143. PAID AS "TEMPORARY INFORMATION SIGNING"
- ⑰ 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:
- ⑱ 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 (EXPRESSWAY)"

PROP @ LINE E	1
WB I-94	1
EB I-94	1
LINE F	1
SB LINE D	2
NB LINE C	2
RAMP D	1
RAMP F2	1
103RD STREET	1

BOWMAN, BARRETT & ASSOCIATES INC.  
CONSULTING ENGINEERS  
Chicago, Illinois  
312.228.0100  
www.bbandainc.com



STAGING OVERVIEW

PRE-STAGE 1A

INSTALL TEMPORARY PAVEMENT ALONG RAMP E, STA 220+83.7 TO STA 870+08.6  
INSTALL TEMPORARY PAVEMENT ALONG PR LINE D, STA 98+25.0 TO STA 100+00.0  
INSTALL TEMPORARY PAVEMENT ALONG PROP @ LINE E, STA 819+43.72 TO STA 820+80.0  
INSTALL TEMPORARY PAVEMENT ALONG RAMP O, STA 1722+46.8 TO STA 1724+00.0

STAGE 1

NB TRAFFIC FROM I-94 TO NB STONY ISLAND EXTENSION  
- ONE LANE GOES TO 103RD STREET  
- THE OTHER LANE CROSSES OVER TO THE SB STONY ISLAND SIDE EXTENSION, AROUND STA 45+00 MEASURED FROM EX @ LINE C, CONTINUES TO AROUND STA 64+00 WHERE LANE CROSSES BACK OVER TO NB STONY ISLAND. AROUND STA 73+00, TWO LANES ARE OPEN DURING DAY TIME AND THE LEFT LANE IS CLOSED DURING NIGHT TIME

WORK TO BE PERFORMED ON NB STONY ISLAND EXTENSION  
- SCARIFICATION AND OVERLAY, STA 47+00 +/- TO STA 67+65 +/-  
- INSIDE LANE SCARIFICATION, STA 72+00 TO STA 105+44.35  
- MIDDLE LANE SCARIFICATION, STA 75+00 TO STA 86+50  
- FULL DEPTH REHABILITATION OF INSIDE SHOULDER NORTH OF BRIDGE TO STA 63+44.9 AND MEDIAN SHOULDER REHABILITATION FROM STA 72+00.0 TO STA 105+44.35

NB TRAFFIC RAMP F2  
- RAMP CLOSED TO TRAFFIC  
- TRAFFIC WILL TEMPORARY USE THE TEMPORARY PAVEMENT BUILT IN THE NORTHEAST CORNER OF 103RD STREET AND RAMP F  
- TRAFFIC IS TEMPORARY SHIFTED TO THE LEFT SIDE OF RAMP F1

WORK TO BE PERFORMED ON RAMP F2  
- FULL DEPTH REHABILITATION OF RAMP F2 FROM STA 1206+40 TO STA 1212+41.68  
- FULL DEPTH REHABILITATION OF RIGHT HALF OF RAMP F1

RAMP O TRAFFIC  
- RAMP OPEN TO TRAFFIC. MOT TRAFFIC SHIFTED TO THE LEFT AT THE BEGINNING OF THE RAMP AND TO THE RIGHT WHEN IT MERGES WITH LINE F

WORK TO BE PERFORMED ON RAMP O  
- FULL DEPTH REHABILITATION OF RAMP O, 9' RT SIDE OF 16' LANE, AND RIGHT SHOULDER, STA 1699+90.98 TO STA 1702+50.0

LINE E TRAFFIC  
- RAMP OPEN TO TRAFFIC. MOT TRAFFIC SHIFTED TO THE LEFT SIDE OF THE RAMP, STA 812+30 TO STA 824+20  
- RAMP OVER I-90 TRAFFIC COMPLETELY CLOSED DURING A WEEKEND. SEE SPECIAL PROVISIONS FOR DATE. MOT TRAFFIC TO FOLLOW TEMPORARY DETOUR, SEE SHEET 144  
  
- LINE E CLOSED TO TRAFFIC, 11' MOT LANE CROSSES OVER TO LINE F SIDE. LINE F: MOT 2-WAY TRAFFIC, ONE LANE IN EACH DIRECTION DIVIDED BY TEMPORARY CONCRETE BARRIER  
- LINE E TRAFFIC OVER STONY ISLAND EXTENSION IS SHIFTED TO THE LEFT SIDE OF THE RAMP

WORK TO BE PERFORMED ON LINE E  
- FULL DEPTH REHABILITATION OF LINE E, STA 812+30 TO STA 825+82  
- THE RAMP OVER I-94 IS COMPLETELY CLOSED FOR TRAFFIC FOR SOME BRIDGE WORK  
- FULL DEPTH REHABILITATION OF STONY ISLAND CONNECTION (LINE E), 2 LANES AND OUTSIDE SHOULDER, STA 938+70 TO STA 936+72.84; BRIDGE STA 936+72.84 TO STA 930+73.30; INSIDE SHOULDER TO 6" TO THE RIGHT UNDER THE PROPOSED MEDIAN BARRIER, 2 LANES AND OUTSIDE SHOULDER  
- FULL DEPTH REHABILITATION OF LINE E OVER STONY ISLAND EXTENSION, 16' LANE AND RIGHT SHOULDER, STA 209+00 TO STA 224+87.94. CONTINUE OUTSIDE PAVEMENT TO STA 226+45.66  
- SCARIFICATION AND OVERLAY RIGHT HALF OF RAMP FROM STA 224+87.94 TO STA 870+00.0

RAMP R TRAFFIC  
- RAMP OPEN TO TRAFFIC. MOT TRAFFIC SHIFTED TO THE LEFT

WORK TO BE PERFORMED ON RAMP R  
- FULL DEPTH REHABILITATION OF 16' LANE AND RIGHT SHOULDER OF RAMP R, STA 601+16.17 TO STA 611+47.6

SUB STAGE 1A

MAINTENANCE OF TRAFFIC AND WORKZONE KEPT THE SAME AS IN STAGE 1, EXCEPT FOR THE FOLLOWING:

NB TRAFFIC FROM I-94 TO NB STONY ISLAND EXTENSION  
- SAME AS STAGE 1

WORK TO BE PERFORMED ON NB STONY ISLAND EXTENSION  
- SAME AS STAGE 1, EXCEPT THAT WORK HAS TO BE COMPLETED BETWEEN STA 95+00.0 TO STA 105+44.34

RAMP O TRAFFIC  
- RAMP OPEN TO TRAFFIC. MOT TRAFFIC SHIFTED TO THE RIGHT AT THE BEGINNING OF THE RAMP AND MOT LANE WHEN IT MERGES

WORK TO BE PERFORMED ON RAMP O  
- FULL DEPTH REHABILITATION OF GORE OF RAMP O WITH RAMP F1; 7' SECOND HALF OF RAMP O, STA 1699+90.98 TO STA 1702+50.0

FILE NAME =	USER NAME = default	DESIGNED - RA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC GENERAL NOTES</b>			F.A.I. RTE. 94	SECTION 2012-059-BR	COUNTY COOK	TOTAL SHEETS 631	SHEET NO. 84
*FILE#	PLOT SCALE = *SCALE*	DRAWN - RA	REVISED -		SCALE: NTS	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 60J12		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 3/29/2013	CHECKED - RGR	REVISED -									
		DATE - 03/29/2013	REVISED -									

S:\1072-05-CADD\0160J12\_Sheets\0160J12-sh1c-MOT\_Notes.dgn