

STAGE 1A - MAJOR ITEMS OF WORK

- INSTALL EROSION CONTROL DEVICES AS REQUIRED PRIOR TO BEGINNING CONSTRUCTION ACTIVITY.
- SET UP STAGE 1A TRAFFIC CONTROL AT LOCATIONS SHOWN IN MOT PLANS.
- CONSTRUCT TEMPORARY PAVEMENT WIDENING FROM STA. 810+29.34, 28.00' RT. TO STA. 814+43.27, 32.00' RT. WORK TO BE COMPLETED UTILIZING TRAFFIC CONTROL STANDARD 701326
- REMOVE EXISTING RAISED MEDIAN FROM STA. 716+59.86 TO STA. 717+50.69 PATCH WITH TEMPORARY PAVEMENT.
- REMOVE EXISTING RAISED MEDIAN FROM STA. 812+78.98 TO STA. 818+43.35. PATCH WITH TEMPORARY PAVEMENT
- CONSTRUCT PROPOSED STORM SEWERS AND OUTLETS AT STA. 746+27.13 AND STA. 789+85.00. THE EXACT LOCATION OF THE WORK IS ILLUSTRATED IN THE STAGE 1A MOT AND DRAINAGE PLAN SHEETS. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD 701201.

STAGE 1B - MAJOR ITEMS OF WORK

- PLACE EROSION CONTROL.
- SET UP STAGE 1B TRAFFIC CONTROL AND TEMPORARY PRE-TIMED SIGNAL PHASING AT HENNEPIN ST. AND CATON FARM RD.
- CONSTRUCT STAGE 2 STORM SEWERS (SEE MOT PLAN) AND TEMPORARY STORM SEWER AND STRUCTURES NECESSARY TO PROVIDE DRAINAGE ADJACENT TO STAGE 1A AND 1B TEMP PAVEMENT.
- CONSTRUCT TEMPORARY CONCRETE CURB AND GUTTER STA. 720+74.87 TO STA. 724+43.18 AND STA. 761+22.78 TO STA. 762+80.04, RIGHT OF CENTERLINE.
- CONSTRUCT TEMPORARY PAVEMENT WIDENING AND BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE IL 19.0, N90-11 FROM STA. 716+52.88 TO STA. 809+78.76. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STANDARD 701326 AND 701306, RESPECTIVELY.
- SET UP TRAFFIC CONTROL DEVICES THROUGH THE ROADWAY SECTION WITHIN THE PROJECT LIMITS UTILIZING ELEMENTS OF TRAFFIC STANDARD 701422, 701423, 701601, AND 701606 AS SHOWN ON THE SUGGESTED MAINTENANCE OF TRAFFIC PLAN.
- REMOVE EXISTING PAVEMENT, DRIVEWAYS AND UTILITIES LEFT OF CENTERLINE (SEE MOT PLANS SHEETS).
- CONSTRUCT DOWNSTREAM HALF OF BOX CULVERTS AT STA. 721+00 AND 813+00.
- CONSTRUCT SEWERS, SUBGRADE, PAVEMENTS WITHOUT BITUMINOUS SURFACE COURSE AND CURB AND GUTTERS
- CONSTRUCT RETAINING WALLS AND GUARDRAILS LEFT OF CENTERLINE.
- PLACE LANDSCAPING.

STAGE 1A AND 1B CONSTRUCTION NOTES

1. CONSTRUCTION OF SIDE STREETS SHALL BE ALTERNATED TO PROVIDE LOCAL ACCESS TO RTE. 30.
2. SIDE STREET ACCESS SHALL BE MADE TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT (CROSS-OVER) TRANSITION FROM THE NEWLY CONSTRUCTED PAVEMENT TO THE EXISTING ROADWAY.
3. DRIVEWAYS SHALL BE "GAPPED" TO MAINTAIN ACCESS AT ALL TIMES. A TEMPORARY ACCESS SHALL BE CONSTRUCTED UNTIL THE PERMANENT DRIVEWAY PAVEMENT IS CONSTRUCTED. ACCESS SHALL BE PROVIDED TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT SURFACE FROM THE NEWLY CONSTRUCTED PAVEMENT TO THE EXISTING DRIVEWAY.
4. MAINTENANCE OF TRAFFIC FOR THE CONSTRUCTION OF THE TEMPORARY PAVEMENT WIDENING WILL UTILIZE TRAFFIC CONTROL AND PROTECTION, STD. 701326. THIS WILL INCLUDE STAGE 1A AND 1B. WIDENING.

STAGE 2 - MAJOR ITEMS OF WORK

- SET UP STAGE 2 TRAFFIC CONTROL AND TEMPORARY PRE-TIMED SIGNAL PHASING AT CATON FARM AND HENNEPIN. MAINTAIN ACCESS AT CATON FARM AND HENNEPIN.
- PLACE EROSION CONTROL.
- PLACE DETOUR 1 FOR CONSTRUCTION OF LENESS ST.
- CONSTRUCT TEMPORARY AGGREGATE SHOULDER ADJACENT TO MEDIAN SIDE OF COMPLETED STAGE 1 PAVEMENT. WORK TO BE COMPLETED PRIOR TO OPENING THE COMPLETED STAGE 1 PAVEMENT TO TRAFFIC.
- SET UP TRAFFIC CONTROL DEVICES THROUGH THE ROADWAY SECTION WITHIN THE PROJECT LIMITS UTILIZING ELEMENTS OF TRAFFIC STANDARD 701422, 701423, 701601, AND 701606 AS SHOWN ON THE SUGGESTED MAINTENANCE OF TRAFFIC PLAN.
- REMOVE EXISTING PAVEMENT, TEMP. PAVEMENT WIDENING AND SURFACE OVERLAY RIGHT OF CENTERLINE.
- CONSTRUCT UPSTREAM HALF OF BOX CULVERT AT STA. 721+00.
- CONSTRUCT SEWERS, SUBGRADE, PAVEMENTS WITHOUT BITUMINOUS SURFACE COURSE AND CURB AND GUTTERS RIGHT OF CENTERLINE.
- CONSTRUCT RETAINING WALLS AND GUARDRAILS.
- PLACE LANDSCAPING.

STAGE 2 CONSTRUCTION NOTES

1. CONSTRUCTION OF SIDE STREET SHALL BE ALTERNATED TO PROVIDE LOCAL ACCESS TO RTE. 30.
2. SIDE STREET ACCESS SHALL BE MADE TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT TRANSITION FROM THE NEWLY CONSTRUCTED PAVEMENT TO THE EXISTING ROADWAY.
3. DRIVEWAYS SHALL BE "GAPPED" TO MAINTAIN ACCESS AT ALL TIMES. A TEMPORARY ACCESS SHALL BE CONSTRUCTED UNTIL THE PERMANENT PAVEMENT IS CONSTRUCTED. ACCESS SHALL BE PROVIDED TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT SURFACE FROM THE NEWLY CONSTRUCTED PAVEMENT TO THE EXISTING ROADWAY

STAGE 3A - MAJOR ITEMS OF WORK

- SET UP STAGE 3A TRAFFIC CONTROL AS SHOWN IN THE PLANS AND TEMPORARY PRE-TIMED SIGNAL PHASING AT HENNEPIN AND CATON FARM.
- MAINTAIN EROSION CONTROL.
- REMOVE EXISTING PAVEMENT STA. 809+02.10 TO STA. 818+67.84 RIGHT OF CENTERLINE.
- CONSTRUCT DOWNSTREAM HALF OF BOX CULVERT AT STA. 813+00.
- CONSTRUCT SEWERS, SUBGRADE, PAVEMENTS WITHOUT BITUMINOUS SURFACE COURSE AND CURB AND GUTTERS.
- CONSTRUCT GUARDRAILS RIGHT OF CENTERLINE.
- PLACE LANDSCAPING.

STAGE 3A CONSTRUCTION NOTES

1. SIDE STREET ACCESS SHALL BE MADE TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT TRANSITION FROM THE NEWLY CONSTRUCTED PAVEMENT TO THE EXISTING ROADWAY.
2. DRIVEWAYS SHALL BE "GAPPED" TO MAINTAIN ACCESS AT ALL TIMES. A TEMPORARY ACCESS SHALL BE CONSTRUCTED UNTIL THE PERMANENT PAVEMENT IS CONSTRUCTED. ACCESS SHALL BE PROVIDED TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT SURFACE FROM THE NEWLY CONSTRUCTED PAVEMENT TO THE EXISTING DRIVEWAY.

STAGE 3B - MAJOR ITEMS OF WORK

- SET UP STAGE 3B TRAFFIC CONTROL AND TEMPORARY PRE-TIMED SIGNAL PHASING AT HENNEPIN AND CATON FARM.
- MAINTAIN EROSION CONTROL.
- CONSTRUCT CENTER PAVEMENT LANE WITHOUT BITUMINOUS SURFACE COURSE (FLUSH MEDIAN).
- CONSTRUCT CHANNELIZING ISLANDS AT KELLOGG AND FLOWER INTERSECTION.
- CONSTRUCT RAISED MEDIAN AT STA. 812+36.64 TO STA. 818+37.23.

STAGE 3B CONSTRUCTION NOTES

1. SIDE STREET ACCESS SHALL BE MADE TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT TRANSITION BETWEEN THE NEWLY CONSTRUCTED PAVEMENTS.
2. DRIVEWAYS SHALL BE "GAPPED" TO MAINTAIN ACCESS AT ALL TIMES. A TEMPORARY ACCESS SHALL BE CONSTRUCTED UNTIL THE PERMANENT PAVEMENT IS CONSTRUCTED. ACCESS SHALL BE PROVIDED TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT SURFACE FROM THE NEWLY CONSTRUCTED PAVEMENT TO THE EXISTING DRIVEWAY.

STAGE 4 - MAJOR ITEMS OF WORK

- OPEN ALL LANES TO TRAFFIC FROM STA. 717+50.63 TO STA. 816+86.78.
- MILL PAVEMENT SURFACE STA. 764+47.82 TO STA. 774+99.76 AND STA. 816+86.78 TO STA. 846+13.54. MAINTENANCE OF TRAFFIC FOR THE MILLING AND OVERLAY OPERATION SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701406 AND BE PAID AS TRAFFIC CONTROL AND PROTECTION (SPECIAL) (LUMP SUM).
- CONSTRUCT CURB REPAIRS AND INLET ADJUSTMENTS FROM STA. 816+86.78 AND STA. 846+13.54.
- CONSTRUCT BITUMINOUS LEVELING IN MILLED AREAS.
- CONSTRUCT CONCRETE SURFACE COURSE SUPERPAVE MIX "F" N90 (1 1/2") FROM STA. 716+77.10 TO STA. 764+97.82 AND STA. 774+02.00 TO STA. 816+66.78. THIS WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STANDARDS 701422, 701601, AND 701606.
- CONSTRUCT CONCRETE SURFACE COURSE SUPERPAVE MIX "F" N90 (1 1/2") FROM STA. 816+66.78 TO STA. 846+13.54 AND STA. 764+47.82 TO STA. 774+02.00. THIS WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STANDARDS 701422, 701601, AND 701606.
- CONSTRUCT TRAFFIC CONTROL DETECTOR LOOPS IN MILLED AREAS. RE-SET TRAFFIC SIGNAL TO ACTUATED PHASING AT HENNEPIN AND CATON FARM INTERSECTIONS.
- PLACE ALL PERMANENT PAVEMENT MARKINGS AND PAVEMENT REFLECTORS STA. 716+59.86 TO STA. 764+47.82 AND STA. 774+99.76 TO STA. 846+13.54.
- PLACE PERMANENT PAVEMENT MARKINGS FROM STA. 764+47.82 TO 774+99.76 AND STA. 816+86.78 TO STA. 846+13.54.
- REMOVE REMAINING TRAFFIC CONTROL DEVICES AND SIGNAGE.

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE SUGGESTED SEQUENCE OF OPERATIONS AND SUMMARY FOR CONSTRUCTION STAGING DOES NOT, NOR IS IT INTENDED TO, DEPICT ALL THE WORK THAT WILL BE REQUIRED BY THE CONTRACTOR FOR STAGING OPERATIONS DURING THE CONTRACT. THE SEQUENCE OF OPERATIONS IS GIVEN AS AN AIDE AND GUIDE FOR THE CONTRACTOR'S USE TO ESTABLISH THE NECESSARY GUIDELINES FOR EFFICIENT TRAFFIC OPERATION DURING THE DURATION OF THE CONTRACT.

2. THE CONTRACTOR MAY WISH TO MAKE REVISIONS OR MODIFICATIONS TO THE SEQUENCE OF CONSTRUCTION OR THE MAINTENANCE OF TRAFFIC PLANS. ALL CHANGES MUST BE SUBMITTED IN WRITING TO THE ENGINEER FOR APPROVAL. IF REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS, REQUESTED BY THE CONTRACTOR, MAY REQUIRE TRAFFIC CONTROL TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND/OR DESIGNS OTHER THAN THOSE INCLUDED IN THE PLANS. REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS REQUESTED BY THE CONTRACTOR REQUIRES ADDITIONAL SIGNS, FLAGGERS, BARRICADES OR OTHER TRAFFIC CONTROL DEVICES OVER AND ABOVE THOSE SPECIFIED WILL BE AT THE CONTRACTOR'S EXPENSE.

3. ALL TEMPORARY PAVEMENT WIDENING AND SURFACE LEVELING CONSTRUCTED IN STAGE 1A AND 1B WILL BE PAID AS "TEMPORARY PAVEMENT" AND "LEVELING BINDER (MACHINE METHOD)", SUPERPAVE IL-4.75(N90). RESPECTIVELY. ALL TEMPORARY PAVEMENT PLACED IN MEDIAN REMOVAL AREAS AND STORM SEWER TRENCHES (STAGE 1A WORK ONLY) SHALL BE PAID AS "TEMPORARY PAVEMENT".

4. ONLY TEMPORARY PAVEMENT MARKING TAPE SHALL BE USED ON FINISHED CONCRETE AND BITUMINOUS SURFACES AND WHERE SHOWN IN THE PLANS.

5. ALL MUNICIPAL OWNED MANHOLES, SERVICE VALVES, BOXES AND FIRE HYDRANTS SHALL BE KEPT ACCESSIBLE AT ALL TIMES DURING CONSTRUCTION. MANHOLES AND SERVICE BOXES SHALL BE ADJUSTED TO MATCH THE TEMPORARY PAVEMENT AND GRADING ELEVATION. FIRE HYDRANTS SHALL BE MOVED OUTSIDE THE CLEAR ZONE LIMITS OF THE TEMPORARY PAVEMENT. ALL TEMPORARY ADJUSTMENTS TO MANHOLES, SERVICE VALVES, BOXES AND FIRE HYDRANTS REQUIRED AS A RESULT OF THE STAGED MAINTENANCE OF TRAFFIC WILL NOT BE PAID FOR, BUT SHALL BE CONSIDERED INCIDENTAL TO THE FINAL ADJUSTMENT ITEM. ONLY THE FINAL ADJUSTMENTS TO THESE UTILITIES SHALL BE PAID FOR. THE WORK SHALL BE AS DETAILED ON THE PLAN AND PROFILE SHEETS AND/OR PAVEMENT REMOVAL SHEETS.

6. ALL OBSTRUCTIONS SHALL BE REMOVED PRIOR TO CONSTRUCTING THE TEMPORARY PAVEMENT AND SWITCHING TRAFFIC TO IT. REMOVALS SHALL BE DETAILED ON THE REMOVAL SHEETS. REMOVAL SHALL BE PAID FOR ONCE AND SHALL BE PAID FOR AS INDICATED ON THE REMOVAL SHEETS. THERE WILL BE NO ADDITIONAL COMPENSATION FOR PARTIAL REMOVALS REQUIRED FOR THE STAGED MAINTENANCE OF TRAFFIC.

7. THERE WILL BE NO TEMPORARY SIGNALS FOR THE HENNEPIN AND CATON FARM INTERSECTIONS. SIGNALIZATION WILL UTILIZE THE EXISTING PERMANENT SIGNALS. THE PHASING WILL NEED TO BE CHANGED FROM ACTUATED SEQUENCES TO PRE-TIMED SEQUENCES. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE AND SEQUENCING OF THE TRAFFIC SIGNALS THROUGHOUT THE VARIOUS CONSTRUCTION STAGES. THE WORK WILL DONE IN ACCORDANCE WITH SECTION 850 OF THE STANDARD SPECIFICATION AND PAID FOR AS PAY ITEM NO. 85000200, "MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION".

8. MAILBOXES MAY NEED TO BE REMOVED AND RELOCATED MULTIPLE TIMES AS A RESULT OF THE CHANGING STAGES OF MAINTENANCE OF TRAFFIC. THE LOCATION OF THE MAIL BOXES SHALL AS DIRECTED BY THE ENGINEER. REMOVING AND RELOCATING OF MAIL BOXES, REGARDLESS OF HOW MANY TIMES, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

9. ALL RAISED REFLECTIVE PAVEMENT MARKERS WITHIN THE SURFACE MILLING AND OVERLAY LIMITS SHALL BE REMOVED PRIOR TO MILLING OF THE SURFACE. ONLY RAISED REFLECTIVE PAVEMENT MARKERS WITHIN THE MILLING LIMITS WILL BE PAID FOR. ALL OTHER PAVEMENT MARKERS REMOVED PART OF THE PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE FULL DEPTH PAVEMENT REMOVAL.

10. TEMPORARY PAVEMENT REQUIRED AS PART OF THE MOT PLAN MAY NEED TO BE CONSTRUCTED OR REPLACED AS A RESULT OF THE STAGED CONSTRUCTION OF THE BOX CULVERT STRUCTURES. TEMPORARY PAVEMENT AND BACKFILL CONSTRUCTED OR REPLACED WITHIN 50 FEET EACH WAY OF THE CENTER OF THE BOX CULVERT SHALL BE CONSIDERED INCIDENTAL TO THE BOX CULVERT CONSTRUCTION. THE TEMPORARY PAVEMENT SHALL BE 10" BITUMINOUS BASE COURSE. THE BACKFILL SHALL BE AS DIRECTED BY THE ENGINEER.

11. PERMANENT PAVEMENT MARKING CONFLICTING WITH THE TEMPORARY PAVEMENT MARKINGS PLACED AS PART OF THE VARIOUS STAGES OF THE MAINTENANCE OF TRAFFIC PLAN SHALL BE REMOVED. ONLY THESE MARKINGS SHALL BE MEASURED FOR PAYMENT. PERMANENT PAVEMENT MARKINGS THAT WILL BE REMOVED AS PART OF THE CONSTRUCTION REMOVAL ITEMS WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THOSE REMOVAL ITEMS.

12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE TYPE OF PERMANENT PAVEMENT MARKING MATERIAL TO BE REMOVED. GRINDING OF MARKING SHALL NOT BE ALLOWED ON THE EXISTING OR PROPOSED FINISHED CONCRETE OR BITUMINOUS SURFACES.

13. EXISTING INLETS AND STORM SEWER SYSTEMS THAT FALL UNDER THE TEMPORARY PAVEMENT WIDENING AND NEED TO REMAIN ACTIVE DURING STAGE 1, SHALL BE PLATED OR COVERED, BUT NOT REMOVED. TEMPORARY DRAINAGE CONNECTIONS SHALL BE INCIDENTAL.

14. REMOVAL OF THE TEMPORARY PAVEMENT WIDENING, DRIVEWAYS AND CROSS-OVERS WILL BE MEASURED FOR PAYMENT UNDER ITEM FOR TEMPORARY PAVEMENT REMOVAL (S.Y.). THE BITUMINOUS SURFACE OVERLAY PLACED IN STAGE 1B WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE TEMPORARY PAVEMENT REMOVAL ITEM.

15. EXCAVATION AND EMBANKMENTS REQUIRED TO CONSTRUCT THE TEMPORARY PAVEMENT WIDENING IN STAGE 1A AND 1B AND THE REMOVAL OF THE EMBANKMENTS SHALL BE MEASURED FOR PAYMENT AND SHALL BE PAID FOR AS "EARTH EXCAVATION". QUANTITIES FOR THIS WORK HAVE BEEN INCLUDED IN THE EARTHWORK ITEMS FOR THE APPROPRIATE STAGE OF WORK.

16. THE PROPOSED PAVEMENT SHALL BE "GAPPED" AT ALL DRIVEWAYS SO THAT ACCESS WILL BE MAINTAINED AT ALL TIMES. A TEMPORARY ACCESS SHALL BE CONSTRUCTED IN THE "GAPPED" SECTION UNTIL THE PERMANENT DRIVEWAY IS CONSTRUCTED. ACCESS SHALL BE PROVIDED TO RTE. 30 BY CONSTRUCTING A TEMPORARY PAVEMENT SURFACE (CROSS-OVER) FROM THE NEWLY CONSTRUCTED PAVEMENT TO THE EXISTING ROADWAY OR BETWEEN NEW CONSTRUCTED PAVEMENTS (STAGE 3). TEMPORARY ACCESS SHALL BE CONSTRUCTED OF AN AGGREGATE BASE AND SHALL BE PAID AS "TEMPORARY ACCESS (ROAD, PRIVATE OR COMMERCIAL) ENTRANCE". REMOVAL OF THE AGGREGATE MATERIAL FOR THE CONSTRUCTION OF THE PERMANENT PAVEMENT WILL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE TEMPORARY ACCESS ITEM. THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF SNOW AT THE DRIVEWAY ACCESS LOCATIONS DURING STAGE CONSTRUCTION AND SHOULD BE CONSIDERED INCIDENTAL TO ITEM NO. 70101800 "TRAFFIC CONTROL AND PROTECTION (SPECIAL)."

17. SIDE STREETS (EXCEPT LENNESS ST.) MAY BE COMPLETELY CLOSED FOR CONSTRUCTION. CLOSING AND CONSTRUCTING OF ADJACENT SIDE STREETS SHALL NOT BE ALLOWED UNLESS APPROVED BY THE ENGINEER. CONSTRUCTION OF THE SIDE STREETS SHALL BE ALTERNATED TO PROVIDE LOCAL ACCESS TO U.S. RTE. 30. THE SIDE STREET SHALL BE OPENED AND ACCESS RE-ESTABLISHED TO U.S. RTE. 30 AS SOON AS PRACTICAL.

18. TEMPORARY PAVEMENT MARKING IN STAGE 4 SHALL BE INSTALLED BEFORE THE LANE IS OPENED TO TRAFFIC, PER SHORT TERM PAVEMENT MARKING GUIDELINES.

19. OVERLAY AREA SHALL HAVE A TACK COAT PLACED PRIOR TO THE OVERLAY. THE TACK COAT WILL BE PAID AS BITUMINOUS MATERIALS (PRIME COAT).

MOT LEGEND

	DIRECTION OF TRAFFIC FLOW		TYPE II BARRICADE WITH MONODIRECTIONAL STEADY BURN LIGHTS (ON 50' CENTERS UNLESS OTHERWISE SPECIFIED)
	SUB-STAGED DIRECTION OF TRAFFIC FLOW, (SIDE STREET WHEN OPEN)		DIRECTIONAL BARRICADE TYPE II WITH MONO DIRECTIONAL STEADY BURN LIGHTS (ON 50' CENTERS)
	EXISTING MEDIAN REMOVAL AND FULL DEPTH PATCH, 10" (TO BE PAID AS TEMPORARY PAVEMENT)		DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS (ON 50' CENTERS UNLESS OTHERWISE SPECIFIED)
	PROPOSED WORK ZONE		TRAFFIC CONTROL SIGN
	TEMPORARY PAVEMENT WIDENING, 10"		PERMANENT PAVEMENT MARKING REMOVAL
	PROPOSED TEMPORARY PAVEMENT MARKINGS		ARROW BOARD
	VERTICAL PANEL		TEMPORARY CONCRETE BARRIER WALL W/ REFLECTORS
	TYPE III BARRICADES WITH TWO BIDIRECTIONAL FLASHING LIGHTS		TEMPORARY DRAINAGE FLOW ARROW
	IMPACT ATTENUATOR TEMPORARY, NON-REDUCTIVE, TEST LEVEL 3		CHANGEABLE MESSAGE SIGN

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SUGGESTED MAINTENANCE OF TRAFFIC PLAN
GENERAL & STAGING NOTES
US ROUTE 30**

SHEET 1 OF 26

SCALE: VERT. NONE
HORIZ. NONE
DATE: 3/1/05
DRAWN BY: SNH
CHECKED BY: KDF

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