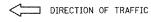
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

TABLE A WORK ZONE DRIVEWAY LOCATIONS SUGGESTED SUGGESTED NORTH BOUND SOUTH BOUND STATION STATION STA 597+00 STA 602+00 STA 620+00 STA 625+00 STA 718+00 STA 704+00 STA 756+00 STA 761+00 STA 779+00 STA 784+00

REMOTE CONTROLLED 8" CAPS 48"×48" SIGN 8"CAPS FLASHING LIGHTS
REQUIRED FOR "TRUCKS
ENTERING ON LEFT/RIGHT" SIGN TRUCKS ENTERING FLAGGER WORK AREA ON LEFT DRIVEWAY AHEAD AHEAD PREPARE TO STOP MIN. SIGN TRAILER MEETING THE REQUIREMENTS OF ARTICLE 1106.04 OF THE STANDARD SPECIFICATIONS MAY BE USED DRUMS PLACED WHEN WORK-TO SUPPORT THE SIGNS AREA OPENING IS CLOSED IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 WARNING SIGNS SHALL HAVE BLACK LEGEND ON ORANGE BACKGROUND PAVEMENT MARKING TAPE, TYPE III, 4" YELLOW EXIST E-SHLD-EXIST EP \leq -FLAGGER WITH TRAFF) CONTROL SIGN TABLE A WORK AREA OPENING LOCATION WORK AREA WORK AREA 100' 150' 300' EXIST EP SEE STAGING AND TRAFFIC CONTROL PLANS FOR LOCATION OF TEMP CONC BARRIER CONSTRUCTION TRAFFIC UTILIZING WORK AREA ENTRANCE EXIST E-SHLD-1001 MAX 75' MIN. SEDIMENT CONTROL, STABILIZED WORK AREA OPENING 1501 600' 500' 500' CONSTRUCTION ENTRANCE CONSTRUCTION TRAFFIC UTILIZING WORK AREA EXIT HALF ROADWAY PLAN FOR WORK AREA EXIT

LEGEND:

FLAGGER WITH TRAFFIC CONTROL SIGN



SIGN ON SUPPORT

DRUM W/ MONODIRECTIONAL STEADY BURN LIGHT

TBT = TRAFFIC BARRIER TERMINAL

TCB = TEMPORARY CONCRETE BARRIER

WORK AREA

IMPACT ATTENUATOR

NOTES

- THE "FLAGGER AHEAD" AND "TRUCKS ENTERING OR TRUCKS LEAVING ON LEFT/RIGHT" SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN THE FLAGGING OPERATION CEASES.
- THE FLASHING LIGHTS SHALL MEET THE REQUIREMENTS OF ARTICLE 702.05(c) AND BE OPERATED BY THE FLAGGER REMOTELY. THE LIGHTS SHALL BE FLASHING ONLY WHEN A VEHICLE IS ENTERING THE EXPRESSWAY.
- WORK AREA EXIT OPENINGS SHALL BE LOCATED A MINIMUM OF ONE HALF MILE APART. WILE AFART.
 WORK AREA EXIT OPENINGS AND WORK AREA ENTRANCE
 OPENINGS SHALL BE LOCATED A MINIMUM OF 2,300' APART.
 WORK AREA OPENINGS INTO THE MEDIAN FROM BOTH DIRECTIONS OF
 TRAFFIC SHALL NOT BE PLACED DIRECTLY ACROSS FROM EACH OTHER. WORK AREA OPENINGS INSTALLED DURING STAGE I CONSTRUCTION MAY BE LOCATED AS SHOWN IN TABLE A. THE WORK AREA OPENING LOCATIONS SHALL BE APPROVED BY THE
- ALL CONSTRUCTION VEHICLES SHALL EXIT THE WORK AREA AT A WORK AREA OPENING.
- ALL CONSTRUCTION VEHICLES SHALL ENTER THE WORK AREA AT A WORK AREA ENTRANCE OPENING AND SHALL USE THEIR TURN SIGNALS TO WARN MOTORISTS.

- THE CONTRACTOR SHALL PLACE DRUMS WITH STEADY BURNING MONODIRECTIONAL LIGHTS, SPACED AT 10' CENTERS, ACROSS THE WORK AREA OPENING WHEN THE WORK AREA OPENING IS CLOSED. THE COSTS OF INSTALLING, MAINTAINING AND REMOVING THESE DRUMS AND SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
- WORK AREA OPENINGS SHALL NOT BE SIMULTANEOUSLY USED AS A WORK AREA ENTRANCE AND A WORK AREA EXIT.

* SIGNS ARE TO READ "TRUCKS ENTERING ON LEFT/RIGHT"

"TRUCK LEAVING ON LEFT/RIGHT" AS APPLICABLE.

- THE CONTRACTOR SHALL CLOSE THE WORK AREA OPENING WHEN REVISING THE SIGNING FROM AN ENTRANCE TO AN EXIT AND FROM AN EXIT TO AN ENTRANCE.
- A FLAGGER IS REQUIRED AT ALL TIMES UNLESS THE WORK AREA OPENING IS CLOSED. THE COST OF THE FLAGGER WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
- SEE STAGING AND TRAFFIC CONTROL DETAIL FOR EMERGENCY PULLOUT AND EROSION AND SEDIMENT CONTROL DETAIL FOR STABILIZED CONSTRUCTION ENTRANCE.

PARSONS BRINCKERHOFF

ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 US 30 (PLAINFIELD ROAD) TO LILY CACHE SLOUGH

> STAGING AND TRAFFIC CONTROL DETAIL FOR WORK AREA DRIVEWAY ENTRANCE/EXIT

SCALE: NONE DATE: 06-30-06

DRAWN BY: DM CHECKED BY: DVS FINAL