



**PROPOSED DETOUR PLAN LEGEND**

A TO K	SIGN	DESCRIPTION (SEE BELOW)	L TO V	SIGN	DESCRIPTION (SEE BELOW)
A	ROAD CLOSED	R11-2 48" x 30"	L	↑	M6-3 21" x 15"
B	ROAD CLOSED TO THRU TRAFFIC	R11-4 60" x 30"	M	END DETOUR	M4-8a 24" x 18"
C, C*	DETOUR	M4-10(R&L) 48" x 18"	N	↗	M6-2 15" x 21"
D, D*	DETOUR	M4-9(R&L) 30" x 30"	O	PINGREE RD	M6-2 15" x 21"
E, E*	DETOUR	M4-9(R&L) 30" x 24"	P	DETOUR	M4-8 24" x 12"
F	ROAD CONSTRUCTION AHEAD	W20-1 48" x 48" WITH HIGH INTENSITY LIGHT & 18" x 18" ORANGE FLAG	Q	TAKE RAMP TO WEST BOUND US HWY	R11-3a 60" x 30"
G	ROAD CLOSED AHEAD	W20-3 48" x 48" WITH HIGH INTENSITY LIGHT & 18" x 18" ORANGE FLAG	R	TAKE RAMP TO NORTH BOUND IL ROUTE 31	R11-3a 60" x 30"
H	DETOUR AHEAD	W20-2 48" x 48" WITH HIGH INTENSITY LIGHT & 18" x 18" ORANGE FLAG	S	PINGREE ROAD CLOSED AT UPRR TRACKS	R11-4 60" x 30"
J	PINGREE RD. NORTH	D3 30" x 24"	S1	CONGRESS PKWY CLOSED AT METRA STA. ENTRANCE	R11-4 60" x 30"
K	PINGREE RD. SOUTH	D3 30" x 24"	S2	PINGREE ROAD CLOSED AT COG CIRCLE	R11-4 60" x 30"
			T	CONGRESS PKWY EAST	D3 30" x 24"
			U	CONGRESS PKWY WEST	D3 30" x 24"
			V	LOCAL TRAFFIC ONLY	24" x 24"

SIGNS C, D & E POINT TO THE RIGHT UNLESS NOTED WITH AN "\*" = LEFT



**LEGEND**  
 Type III Barricade with two Amber Flashing Lights  
 Construction Zone  
 NOTE: SIGN SPACING = 500 FEET UNLESS NOTED OTHERWISE OR AS DIRECTED BY ENGINEER

**TRAFFIC CONTROL AND PROTECTION GENERAL NOTES**

- TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS AND DETOUR PLANS, AND AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL SHOWN IN THE DETOUR PLAN REPRESENTS A GUIDE FOR THE SAFE MANAGEMENT OF TRAFFIC DURING THE PROSECUTION OF THE WORK. MODIFICATIONS MAY BE NECESSARY DUE TO LOCAL CONDITIONS AT THE TIME OF CONSTRUCTION. ANY PROPOSED CHANGES BY THE CONTRACTORS TO THESE TRAFFIC CONTROL DETOUR PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR, UNLESS A SEPARATE PAY ITEM HAS BEEN ESTABLISHED FOR THE WORK.
- ANY EXISTING OR TEMPORARY PAVEMENT MARKINGS WHICH CONFLICT WITH MARKINGS REQUIRED FOR THE DETOUR SHALL BE REMOVED ACCORDING TO SECTION 783 OF THE STANDARD SPECIFICATIONS.
- ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED HEREIN OR APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAKE PROVISIONS FOR DAYTIME LANE CLOSURES FOR MILLING AND RESURFACING. NO LANE SHALL REMAIN UNUSABLE OVERNIGHT.
- STAGING FOR THE DETOUR AND TRAFFIC CONTROL SHALL BE AS FOLLOWS:  
 STAGE 1:  
 CONSTRUCT DETOUR PLAN SIGNAGE AS SHOWN ON THE PLAN. BARRICADES SHALL BE POSITIONED ON THE SOUTH LEG OF THE INTERSECTION TO PREVENT NON-LOCAL TRAFFIC FROM ENTERING THE INTERSECTION. THE INTERSECTION AND LEG SOUTH SHALL BE CONSTRUCTED FIRST WHILE MAINTAINING LOCAL TRAFFIC TO RICKERT ROAD AND THE NORTH EAST CORNER OF THE INTERSECTION. INTERSECTION WORK INCLUDES TRAFFIC SIGNAL INSTALLATION.  
 STAGE 2:  
 WIDEN AND MILL CONGRESS PARKWAY, MILL RICKERT ROAD. SURFACE COURSE ON INTERSECTION, PINGREE ROAD SOUTH, RICKERT ROAD AND CONGRESS PARKWAY IN ONE OPERATION. PERMANENT STRIPING INSTALLED IN STAGE 1 AND 2 LIMITS. TEMPORARY TRAFFIC SIGNALS TO BE OPERATIONAL AND APPROVED AT END OF STAGE 2. THE INTENT IS TO OPEN THE INTERSECTION UP TO FULL TRAFFIC EXCEPT NORTHBOUND THROUGH TRAFFIC. LOCAL TRAFFIC ONLY UNTIL PROJECT IS FINISHED.  
 STAGE 3:  
 WITH TEMPORARY TRAFFIC SIGNALS ON AND BARRICADES MOVED TO NORTH LEG OF INTERSECTION, RECONSTRUCT PINGREE ROAD FROM THE INTERSECTION TO THE NORTH LIMITS WHILE MAINTAINING ACCESS TO LOCAL COMMERCIAL ENTRANCES.  
 NOTE:  
 THE ONLY DETOUR SIGNAGE THAT CHANGES IN THESE STAGES IS THE BARRICADES MOVING FROM PINGREE ROAD SOUTH OF THE INTERSECTION TO NORTH OF THE INTERSECTION ONCE THE TRAFFIC SIGNAL IS OPERATIONAL AND THE LANES ARE PERMANENTLY STRIPED