

SCHEDULE OF QUANTITIES

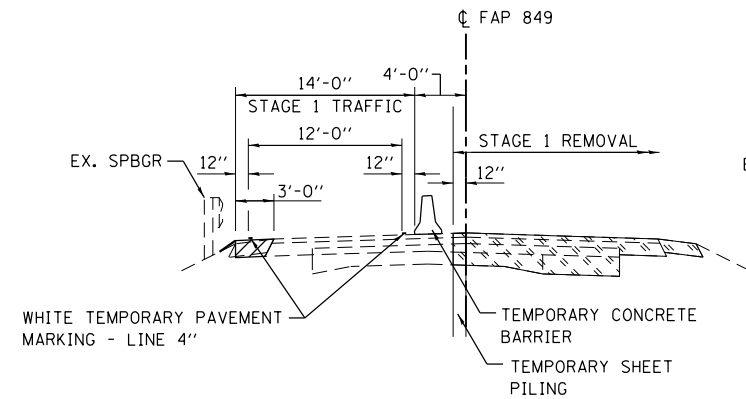
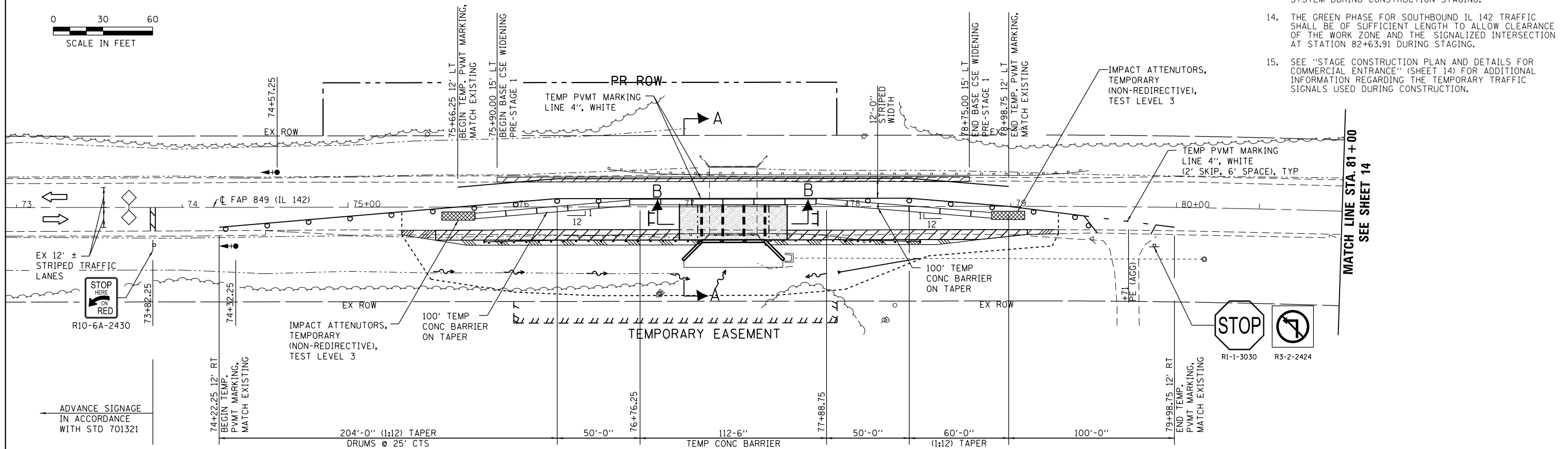
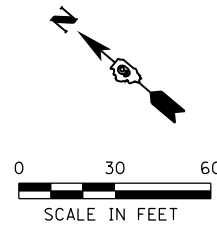
TEMPORARY CONCRETE BARRIER	
STATION TO STATION	FEET
75+76.25 TO 78+88.75	312.5'
TOTAL	312.5'
TEMPORARY BRIDGE TRAFFIC SIGNALS	- 1 EACH
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	- 2 EACH

LEGEND

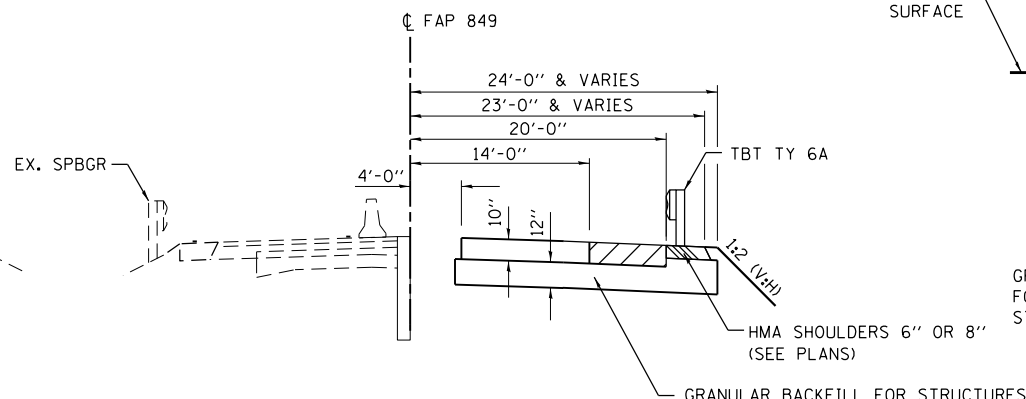
- ◇ DETECTOR LOOP
- ⊙ TRAFFIC SIGNAL WITH BACKPLATE, SIGNAL DIRECTION INDICATED
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- ▨ PAVEMENT REMOVAL
- ▧ BASE COURSE WIDENING, 10"
- ▩ HMA SHOULDER, 6"
- HMA SHOULDER, 8"
- ⊥ TYPE III BARRICADE

GENERAL NOTES

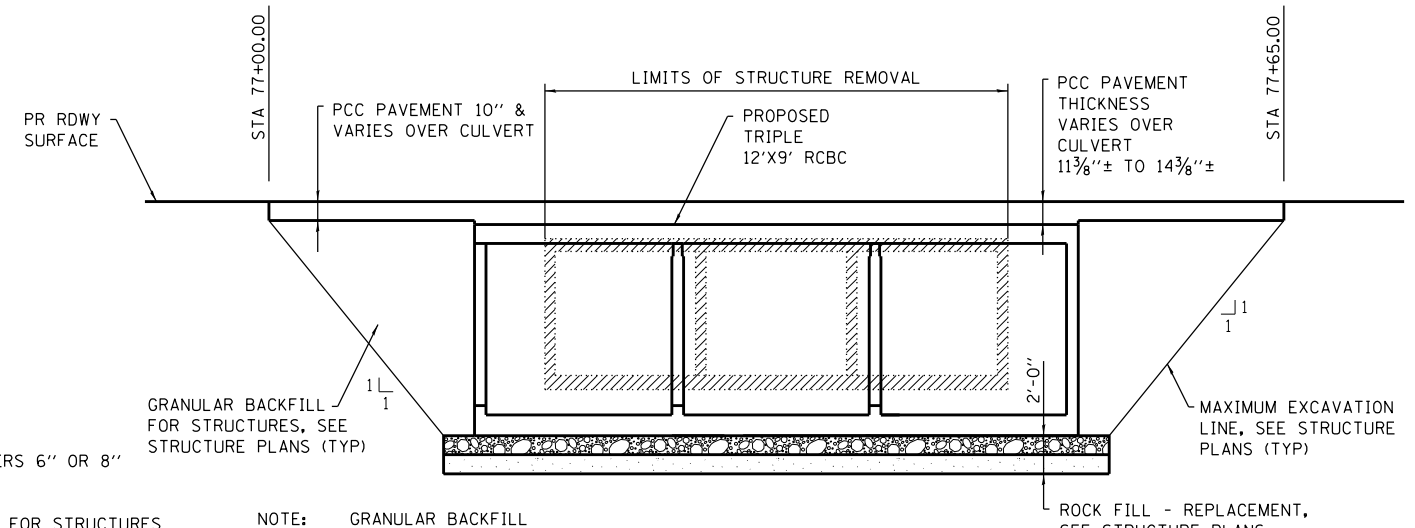
- TRAFFIC CONTROL SHALL BE ERECTED AS SHOWN AND ACCORDING TO "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321."
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC CONTROL REQUIREMENTS.
- COORDINATE LOCATION OF SIGNALS WITH FINAL WORK AS DIRECTED BY THE ENGINEER.
- ADDITIONAL SIGNAGE FOR ENTRANCES AND ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
- THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-1102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-1103) SHOWN ON THE STAGE 2 PLAN SHEET FOR THIS STRUCTURE SHALL BE 12'-6" FOR STAGE 1 CONSTRUCTION.
- SEE STD 701321 FOR COMPLETION OF STAGE CONSTRUCTION SIGNING AND ADVANCE DETECTOR LOOP PLACEMENT NOT SHOWN.
- THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.
- THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
- VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE 2 NEW BRIDGE RAIL. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.
- ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC AND THE TEMPORARY TRAFFIC SIGNALS BE TURNED OFF OR COVERED.
- ALL TRAFFIC SIGNALS SHOWN ARE INCLUDED IN TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.
- TEMPORARY BRIDGE TRAFFIC SIGNALS SHALL BE A 3-PHASE SIGNAL WITH ACTUATION PROVIDED FOR THE PRIVATE ENTRANCE AT STATION 82+63.91.
- THE EXISTING TRAFFIC SIGNALS AT THE SIGNALIZED ENTRANCE AT STATION 82+63.91 SHALL BE UTILIZED AS PART OF THE TEMPORARY BRIDGE TRAFFIC SIGNAL SYSTEM DURING CONSTRUCTION STAGING.
- THE GREEN PHASE FOR SOUTHBOUND IL 142 TRAFFIC SHALL BE OF SUFFICIENT LENGTH TO ALLOW CLEARANCE OF THE WORK ZONE AND THE SIGNALIZED INTERSECTION AT STATION 82+63.91 DURING STAGING.
- SEE "STAGE CONSTRUCTION PLAN AND DETAILS FOR COMMERCIAL ENTRANCE" (SHEET 14) FOR ADDITIONAL INFORMATION REGARDING THE TEMPORARY TRAFFIC SIGNALS USED DURING CONSTRUCTION.



**SECTION A-A
REMOVAL**



**SECTION A-A
CONSTRUCTION**



SECTION B-B

NOTE: GRANULAR BACKFILL FOR STRUCTURES SHALL BE CA 7 OR CA 11 WITH THE TOP 12" CONSISTING OF CA 6 OR CA 10.

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PLOT DATE = 5/29/2014	DATE - 4/25/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 1 CONSTRUCTION PLAN AND DETAILS

SCALE: 1"=30' SHEET NO. 1 OF 1 SHEETS STA. 73+00 TO STA. 81+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
849	113B-1	JEFFERSON	36	12
CONTRACT NO. 78210				
ILLINOIS FED. AID PROJECT				