

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	130 R-2	DUPAGE, KANE	647	97
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE STANDARD SPECIFICATIONS.
- TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.
- ANY DROP OFF GREATER THAN 3" BUT LESS THAN SIX INCHES, WITHIN 8 FT OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES EQUIPPED WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS IF THE DROP OFF WITHIN 8 FT OF THE PAVEMENT EDGE EXCEEDS SIX INCHES, THE BARRICADES MENTIONED ABOVE SHALL BE PLACED AT 25-FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901. THE SPACING OF THE BARRICADES AT ALL RADIUS RETURNS SHALL BE 10-FOOT CENTER TO CENTER.
- TYPE I, II AND/OR TYPE III BARRICADES WITH TWO WAY FLASHING LIGHTS SHALL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
- WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION. SIGN RELOCATION SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- ARROW BOARDS SHALL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.
- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL SHALL BE MEASURED IN SQUARE FEET AND PAID FOR AS PAVEMENT MARKING REMOVAL.
- THE TEMPORARY PAVEMENT AND TEMPORARY PAVEMENT (VARIABLE DEPTH) SHALL CONSIST OF 10" OF HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50 AND 2" OF HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-19MM).
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO THE INSTALLATION. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND WILL NOT BE PAID FOR SEPARATELY.
- THERE ARE NO DRAWINGS FOR THE PRE-STAGE AND STAGE 3 WORK. ALL WORK SHALL BE COMPLETED USING STATE AND DISTRICT STANDARD LANE CLOSURE DETAILS.
- AT LOCATIONS WHERE A HAZARD EXISTS WITHIN 4.0 FEET 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 SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY CONCRETE BARRIER AND/OR RELOCATE TEMPORARY CONCRETE BARRIER. THE LIMITS OF THE TEMPORARY BARRIER WALL ANCHORING SHALL BE DETERMINED BY THE ENGINEER.
- THE BASE OF THE TEMPORARY CONCRETE BARRIER ON THE ROADWAY LANES SHALL BE MARKED WITH A 6" LINE. THESE MARKINGS SHALL BE MEASURED IN LINEAR FEET AND PAID FOR AS TEMPORARY PAVEMENT MARKING, LINE 6".
- ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES SHALL HAVE THE REFLECTIVE LENSES REMOVED, AS DIRECTED BY THE ENGINEER, AND REPLACED AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE RAISED REFLECTIVE PAVEMENT MARKER LENSES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE INCLUDED IDOT STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS.
- THE CONTRACTOR MUST COORDINATE THE ROAD CLOSURE WITH THE ENGINEER.
- TRAFFIC CONTROL AND ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THE CONTRACT DRAWINGS IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND WILL NOT BE PAID FOR SEPARATELY.
- ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE DETOUR SHALL BE REMOVED OR COVERED, AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED 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 (SPECIAL).
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE I AND TYPE II BARRICADE USED, ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL ENTRANCES, APPROACHES, AND TEMPORARY ROADS WITHIN THE PROJECT LIMITS. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (PRIVATE ENTRANCE), TEMPORARY ACCESS (COMMERCIAL ENTRANCE) OR TEMPORARY ACCESS (ROAD).

STAGING OVERVIEW

PRE-STAGE

- CONSTRUCT TEMPORARY PAVEMENT ALONG ALL SIDE STREETS EXCEPT POWIS ROAD
- CONSTRUCT STORM SEWER AND LATERALS ON POWIS ROAD SOUTH OF NORTH AVENUE USING IDOT STANDARDS 701006 AND 701201, RESPECTIVELY
- PAVEMENT OVER LATERALS TO BE PATCHED

STAGE 1

- CONSTRUCT OUTSIDE LANES AND SHOULDERS ALONG NORTH AVENUE
- CONSTRUCT OUTSIDE OF BRIDGE
- CONSTRUCT TEMPORARY DRAINAGE STRUCTURES AND PIPES
- CONSTRUCT TEMPORARY MSE WALLS
- CONSTRUCT PERMANENT MSE WALLS
- CONSTRUCT WEST SIDE OF 38TH AVENUE
- CONSTRUCT WEST SIDE OF SMITH/KAUTZ ROAD
- CONSTRUCT WEST SIDE OF PHEASANT RUN
- CONSTRUCT WEST SIDE OF POWIS ROAD EXCEPT FOR CURB AND GUTTER, SHOULDERS, AND DRAINAGE STRUCTURES
- CONSTRUCT WEST SIDE OF ATLANTIC DRIVE

STAGE 1A

- CONSTRUCT EAST SIDE OF 38TH AVENUE
- CONSTRUCT EAST SIDE OF SMITH/KAUTZ ROAD
- CONSTRUCT EAST SIDE OF PHEASANT RUN
- CONSTRUCT EAST SIDE OF POWIS ROAD
- CONSTRUCT EAST SIDE OF ATLANTIC DRIVE
- CONSTRUCT REMAINING PORTION OF PERMANENT MSE WALLS
- CONSTRUCT REMAINING PORTION OF TEMPORARY MSE WALLS

STAGE 1B

- CONSTRUCT CURB AND GUTTER, SHOULDERS, AND DRAINAGE STRUCTURES ALONG WEST SIDE OF POWIS ROAD SOUTH OF NORTH AVENUE

STAGE 2

- CONSTRUCT INSIDE LANES AND MEDIAN ALONG NORTH AVENUE
- CONSTRUCT INSIDE OF BRIDGE
- REMOVE TEMP DRAINAGE STRUCTURES AND GROUT TEMP PIPES
- CONSTRUCT THE INTERSECTION OF SMITH/KAUTZ ROAD
- CONSTRUCT THE INTERSECTION OF POWIS ROAD
- CONSTRUCT THE INTERSECTION OF ELM AND KIEL ROAD
- CONSTRUCT THE INTERSECTION OF REQUE ROAD
- CONSTRUCT THE INTERSECTION OF CONTE PARKWAY
- CONSTRUCT THE INTERSECTION OF WOODLAND AVENUE

STAGE 2A



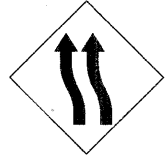
















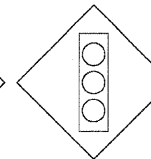

- CONSTRUCT THE INTERSECTION OF PHEASANT RUN

STAGE 3

- CONSTRUCT ANY REMAINING PORTIONS ALONG NORTH AVENUE

• WORK CAN BE PERFORMED IN BOTH THE MAIN STAGE AND SUB-STAGE.

TEMPORARY INFORMATION SIGNING LEGEND

						
R6-2R 18" x 24"	R6-2L 18" x 24"	WI-4R 3' x 3'	18" x 24"	M6-3 21" x 15"	M5-1 (R) 21" x 15"	21" x 15"
						
M3-1 2' x 1'	M3-3 2' x 1'	M4-8 2' x 1'	M4-8a 24" x 18"	4' x 2' 6" LETTERS	4' x 2' 6" LETTERS	4' x 2' 6" LETTERS
						
4' x 2' 6" LETTERS	R1-1 30" x 30"	30" x 30" SEE TC-26	2' x 2' 3" LETTERING	W5-1 3' x 3'	W3-3 3' x 3'	M6-1 21" x 15"

NOTES

- ALL TEMPORARY INFORMATION SIGN LOCATIONS SHOWN IN THE PLANS ARE APPROXIMATE. THE ENGINEER SHALL FIELD VERIFY EACH LOCATION IN THE FIELD WITH THE TRAFFIC CONTROL SETUP.
- THE ENGINEER SHALL VERIFY EACH TEMPORARY INFORMATION SIGN THAT IS TO BE REMOVED.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 307 (ILLINOIS ROUTE 64)
NAME	DATE	
		SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES AND TEMPORARY INFORMATION SIGNING LEGEND

SCALE: VERT: NONE
 HORIZ: NONE
 DATE: NOVEMBER 1, 2011

DRAWN BY: AFC
 CHECKED BY: NJH

