

TRAFFIC CONTROL - GENERAL NOTES

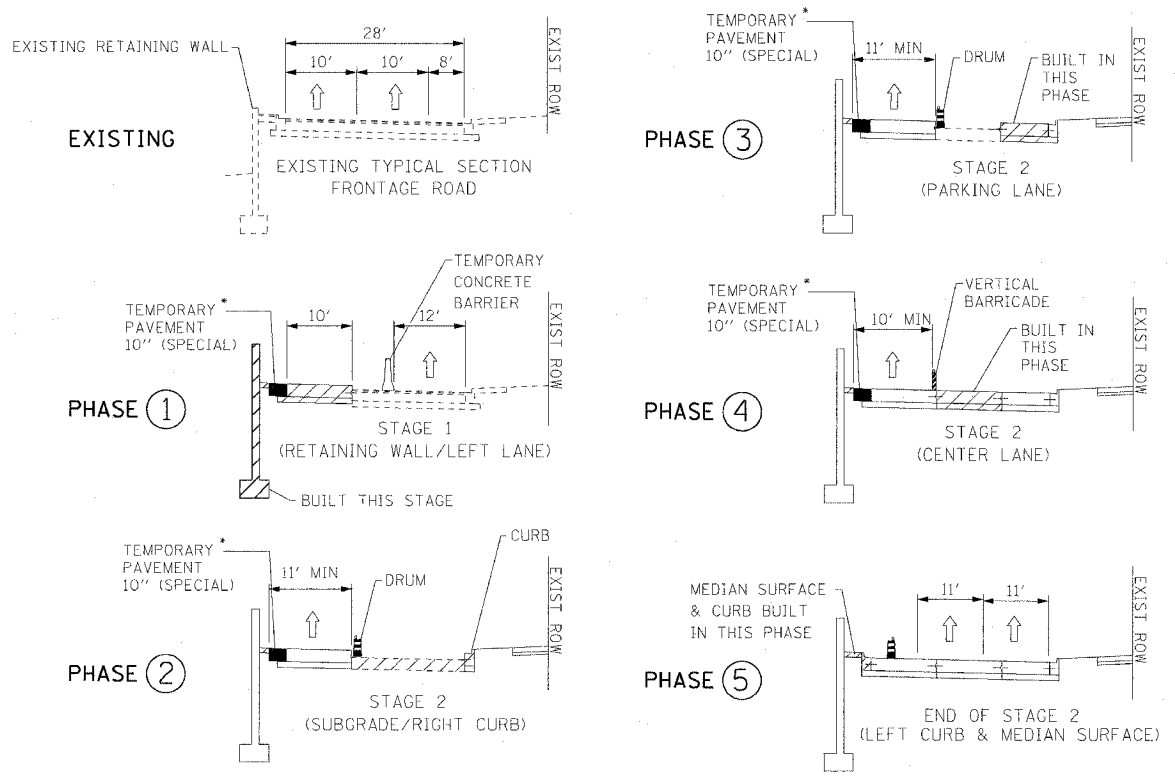
1. SETUP FOR STAGE 1 TRAFFIC CONTROL CANNOT BEGIN UNTIL GARFIELD BLVD (55TH ST) RAMPS ARE OPEN TO TRAFFIC IN CONTRACT 62586. DATES ASSOCIATED WITH WORK ITEMS MAY CHANGE BASED ON OTHER CONTRACTS AND/OR THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE CONSIDERED DUE TO CHANGES OR EXTENSIONS IN THE SCHEDULE.
2. TRAFFIC CONTROL FOR DAN RYAN LOCAL LANES, EXPRESS LANES, AND ALL RAMPS AS DETAILED HEREIN WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION. (EXPRESSWAY)
3. TRAFFIC CONTROL FOR FRONTAGE ROADS AND INTERSECTIONS SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
4. 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. CLOSURES MUST BE COORDINATED WITH THE ENGINEER.
5. 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 END OF PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE RAISED REFLECTIVE PAVEMENT MARKER LENSES IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
6. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL WILL BE MEASURED IN SQUARE FEET AND PAID FOR AS PAVEMENT MARKING REMOVAL.
7. ALL DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LIGHTS. CONES WILL NOT BE ALLOWED. UNLESS NOTED, ALL DRUM SPACINGS SHOWN SHALL BE 25' CENTER TO CENTER.
8. ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED, AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED SIGNS WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) / (SPECIAL).
9. TAPE TYPE III WILL BE USED FOR TEMPORARY PAVEMENT MARKINGS AT FRONTAGE ROAD INTERSECTIONS AND EPOXY WILL BE USED FOR DAN RYAN EXPRESSWAY LANES AND RAMPS.
10. FOR TEMPORARY CONCRETE BARRIER, THE BASE OF THE SIDE FACING TRAFFIC SHALL BE MARKED WITH A 6" LINE. THESE MARKINGS WILL BE MEASURED IN LINEAR FEET AND PAID FOR AS TEMPORARY PAVEMENT MARKING, LINE 6". WHEN THE BARRIER IS RELOCATED, THE LINE SHOULD BE REAPPLIED AND MONODIRECTIONAL PRISMATIC BARRIER REFLECTORS REINSTALLED.
11. AT LOCATIONS WHERE A HAZARD EXISTS WITHIN 3.5 FT OF TEMPORARY CONCRETE BARRIER, THE BARRIER SHALL BE ANCHORED TO THE PAVEMENT. ANCHORING OF THE TEMPORARY CONCRETE BARRIER WILL NOT BE MEASURED FOR PAYMENT BUT IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY CONCRETE BARRIER AND RELOCATE TEMPORARY CONCRETE BARRIER.
12. TRAFFIC WILL BE MAINTAINED AT ALL TIMES ON FRONTAGE ROADS AND LOCAL CROSS STREETS. STREET PARKING WILL NOT BE ALLOWED ON FRONTAGE ROADS WITHIN THE WORK ZONE.
13. IN AREAS WHERE AN 11' WIDE TRAFFIC LANE CANNOT BE MAINTAINED WITH DRUMS OR TYPE II BARRICADES, VERTICAL BARRICADES CONFORMING TO IDOT HIGHWAY STANDARD 702001 MAY BE USED.
14. ADVANCE SIGNING AND WORK LIMIT SIGNING MUST CONFORM TO IDOT HIGHWAY STANDARDS 701400 AND 701601. SIGNS THAT INCORRECTLY IDENTIFY A WORK ZONE OR END CONSTRUCTION SHALL BE REMOVED. CONSTRUCTION WORK, TRAFFIC CONTROL, AND ADVANCE SIGNING MUST BE COORDINATED WITH ADJACENT DAN RYAN CONSTRUCTION CONTRACTS.
15. ADVANCE SIGNING PER IDOT DISTRICT 1 DETAIL TC-22 SHALL BE USED ON THE FRONTAGE ROADS. THESE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY INFORMATION SIGNING AT THE DIMENSIONS SPECIFIED IN THE DETAIL.

CONSTRUCTION STAGING TARGET DATES

STAGE	DURATION	CLOSURES & LANE REDUCTIONS	CRITICAL ITEMS
PRESTAGE	NORTHBOUND / WENTWORTH MAY 2, 2005 TO JUNE 3, 2005	- WENTWORTH AVE REDUCED TO ONE LANE BETWEEN 63RD ST AND 59TH ST	SEWER RELOCATION BETWEEN STA. 112+88 TO 126+58 MUST BE COMPLETE AND GARFIELD BLVD (55TH ST) RAMPS FROM CONTRACT 62586 MUST BE OPEN TO TRAFFIC BEFORE ADVANCING TO STAGE 1.
STAGE 1	SOUTHBOUND / WELLS MAY 2, 2005 TO SEPTEMBER 23, 2005 NORTHBOUND / WENTWORTH JUNE 1, 2005 TO OCTOBER 14, 2005	- WELLS ST AND WENTWORTH AVE REDUCED TO ONE LANE FROM 63RD ST TO 59TH ST - DAN RYAN LOCAL LANES REDUCED TO 11' WIDTH AND MINIMAL SHOULDERS FROM 63RD ST TO 59TH ST	SB 59TH STREET ENTRANCE, SB 63RD STREET EXIT, NB 63RD STREET ENTRANCE, AND NB 63RD STREET EXIT RAMP MUST BE COMPLETE AND OPEN TO TRAFFIC BEFORE ADVANCING TO STAGE 2.
STAGE 2	SOUTHBOUND / WELLS SEPTEMBER 23, 2005 TO NOVEMBER 11, 2005 NORTHBOUND / WENTWORTH OCTOBER 17, 2005 TO NOVEMBER 23, 2005	SHORT TERM LANE REDUCTIONS NECESSARY TO BUILD TEMP. PAVEMENT ALONG LOCAL LANE SHOULDER: - NORTHBOUND FROM STA. 4422+00 TO STA. 4428+00 - SOUTHBOUND FROM STA. 3434+00 TO STA. 3426+50	TRAFFIC CONTROL MUST BE COORDINATED WITH ADJACENT DAN RYAN CONSTRUCTION CONTRACTS AND THE ENGINEER. MOT FOR PAVING OPERATIONS IS NOT DETAILED IN PLANS. APPLY IDOT STANDARD 701601 AND SUGGESTED TYPICAL PAVING SEQUENCE.

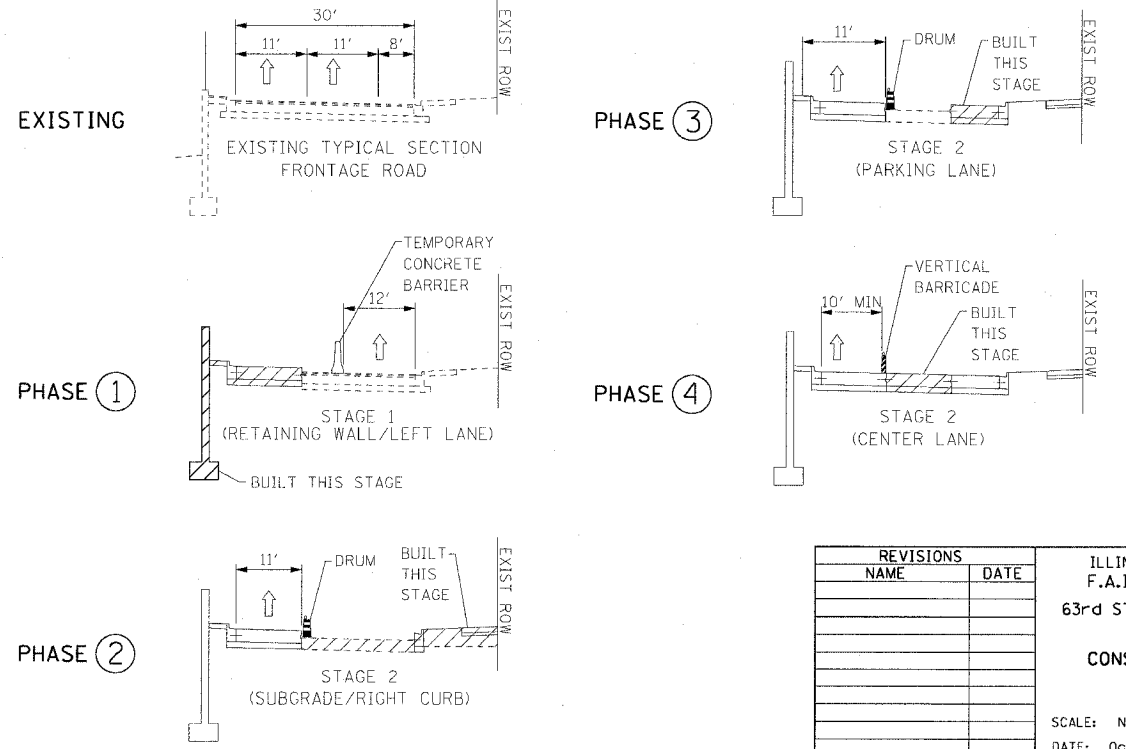


**SUGGESTED TYPICAL PAVING SEQUENCE 28' PAVEMENT SECTION
(WELLS ST STA. 513+25 TO 528+25)**



* TEMPORARY PAVEMENT SHALL BE PLACED IN AREAS WHERE THE AVAILABLE DRIVING SURFACE IN FOLLOWING PHASES WILL BE ≤ 10'. TEMPORARY PAVEMENT SHALL EXTEND FROM EDGE OF LANE TOWARDS THE PROPOSED RETAINING WALL A MAXIMUM OF 2'. FOR SLABS ≥ 11', LEFT PROPOSED FINAL CURB AND MEDIAN SURFACE SHOULD BE CONSTRUCTED ALONG WITH THE LEFT LANE INSTEAD OF PLACING TEMPORARY PAVEMENT

SUGGESTED TYPICAL PAVING SEQUENCE 30' PAVEMENT SECTION



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
63rd ST TO 59th ST (FRONTAGE ROAD & RAMPS)

CONSTRUCTION STAGING AND TRAFFIC CONTROL GENERAL NOTES

SCALE: NONE
DATE: October 29, 2004

DRAWN BY: SWANG
CHECKED BY: RMG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2021-922PT.1-AC	COOK	460	63
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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