

## MAINTENANCE OF TRAFFIC GENERAL NOTES

- THE CONTRACTOR SHALL COORDINATE MAINTENANCE OF TRAFFIC OF THIS PROJECT WITH OTHER PROJECTS IN ADJACENT SECTIONS. SEE TRAFFIC CONTROL SPECIAL PROVISIONS FOR COORDINATION REQUIREMENTS.
- THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AS REQUIRED OR AS DIRECTED BY THE ENGINEER THROUGHOUT THE CONSTRUCTION ZONE FOR THE PERIOD OF THE CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TEMPORARY DRAINAGE WORK. IN ADDITION TO THE PROPOSED TEMPORARY DRAINAGE STRUCTURES SHOWN ON THE PLANS, THE EXISTING DRAINAGE SYSTEM MAY ALSO BE USED THROUGHOUT CONSTRUCTION STAGING.
- ALL ADVANCE "ROAD WORK" SIGNS, W20-1 SERIES, AS SHOWN ON THE PLANS, REFERENCED IN THE STANDARDS OR DIRECTED BY THE ENGINEER, SHALL BE EQUIPPED WITH A TYPE B MONODIRECTIONAL FLASHING LIGHT AND AN 18"X18" ORANGE WARNING FLAG. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
- TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. COST TO BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL). THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
- LOCATIONS OF TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
- EXISTING PAVEMENT MARKINGS IN CONFLICT WITH MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED OR MASKED USING A REMOVABLE BLACK LINE TAPE.
- ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL MEET NCHRP 350 REQUIREMENTS. THE CONTRACTOR SHALL SUPPLY THE ENGINEER WITH PAPERWORK CERTIFYING THAT THIS REQUIREMENT IS MET PRIOR TO THE INSTALLATION OF ANY TRAFFIC CONTROL DEVICES.
- ALL TRAFFIC CONTROL DEVICES (BARRELS/BARRICADES/PANELS) SHALL BE IN NEW OR LIKE NEW CONDITION. WHEN THE DEVICES BECOME WORN, DIRTY, FADED, OR OTHERWISE DEEMED NO LONGER IN LIKE NEW CONDITION BY THE ENGINEER, THE DEVICE WILL BE REFURBISHED, CLEANED, OR REPLACED.
- ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN FOUR DAYS SHALL BE POST MOUNTED WHEN FEASIBLE AS DETERMINED BY THE ENGINEER.
- ALL DRUMS, VERTICAL PANELS AND BARRICADES PLACED IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LAMPS.
- ROUGH GROOVED SURFACE AND FRESH OIL SIGNS ARE REQUIRED WHERE APPLICABLE.
- BARRIER DELINEATORS SHALL BE PLACED AT 100' C-C ON GUARDRAIL, PARAPETS AND ON MOVEABLE CONCRETE BARRIERS WHERE TRAFFIC WILL BE ADJACENT TO THESE BARRIERS BASED ON THE MAINTENANCE OF TRAFFIC STAGING. DEPENDING ON THE LOCATION OF ADJACENT TRAFFIC, THE BARRIER DELINEATORS WILL BE PAID AS ONE OF THE FOLLOWING:
  - MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
  - BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR
- PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO ATTEND A TRAFFIC CONTROL MEETING TO ASCERTAIN THE EXACT SCHEDULING OF THE TRAFFIC STAGES AND ANY INTERMEDIATE CHANGES NECESSARY. IF AN ALTERNATE TRAFFIC PATTERN IS REQUIRED WITHIN THIS CONTRACT, THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC DEVIANCE PLAN FOR APPROVAL BY THE RESIDENT ENGINEER AND THE DISTRICT. FOR ADDITIONAL INFORMATION REGARDING COORDINATION, SEE STANDARD SPECIFICATION ARTICLE 701.04.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING CONSTRUCTION ACCESS POINTS. THE PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE USE.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. THIS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
- TEMPORARY BARRIER WALL SHALL BE INSTALLED AS DELINEATED ON THE M.O.T. PLAN SHEETS AND TYPICAL SECTIONS PRIOR TO THE START OF SUBSEQUENT STAGE WORK.

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## DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER / EDGE OF PAVEMENT

FIGURE 55-2.B FROM CHAPTER 55 OF THE BDE MANUAL (2010 EDITION)

DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED
$\leq 3'$ <sup>(1)(2)</sup>	ALL	$\leq 1$ INCH	NONE
		1 INCH < X $\leq$ 3 INCH	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 INCH < X $\leq$ 18 INCH	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		$\geq 45$ MPH	3 INCH < X $\leq$ 12 INCH
	< 45 MPH	18 INCH < X $\leq$ 24 INCH FOR < 0.5 MI. OR < 48 HR <sup>(4)</sup>	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		$\geq 45$ MPH	12 INCH < X $\leq$ 18 INCH FOR < 0.5 MI. OR < 48 HR
	$\geq 45$ MPH	12 INCH < X $\leq$ 24 INCH FOR > 0.5 MI. OR > 48 HR	CLOSURE USING TEMPORARY TRAFFIC BARRIER
		< 45 MPH	18 INCH < X $\leq$ 24 INCH <sup>(5)</sup>
	$\geq 45$ MPH	18 INCH < X $\leq$ 24 INCH FOR < 0.5 MI. OR < 48 HR <sup>(5)</sup>	CLOSURE USING TEMPORARY TRAFFIC BARRIER
		ALL	> 24 INCH <sup>(5)</sup>
$3' < X \leq 8'$ <sup>(3)</sup>	ALL	$\leq 1$ INCH	NONE
		1 INCH < X $\leq$ 3 INCH	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 INCH < X $\leq$ 24 INCH <sup>(4)</sup>	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		$\geq 45$ MPH	3 INCH < X $\leq$ 24 INCH
ALL	24 INCH <sup>(5)</sup>	CLOSURE USING TEMPORARY TRAFFIC BARRIER	
> 8' TO THE WORK ZONE CLEAR ZONE <sup>(3)</sup>	< 45 MPH	12 INCH < X $\leq$ 24 INCH <sup>(4)</sup>	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		$\geq 45$ MPH	12 INCH < X $\leq$ 24 INCH
	ALL	> 24 INCH <sup>(5)</sup>	CLOSURE USING TEMPORARY TRAFFIC BARRIER

### NOTES:

- PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR SHOULDER PROFILE.
- CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER HIGHWAY STANDARD 701901.
- PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE FULLY VISIBLE.
- LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGMENT INDICATES SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.
- TEMPORARY TRAFFIC BARRIER MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 24 HOURS FOR MULTI LANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGMENT.

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