













F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
337	19R-1	LAKE	800	60
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

#60997

GENERAL NOTES FOR TRAFFIC CONTROL

- ALL THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. TEMPORARY TRAFFIC CONTROL SIGNALS SHALL BE CONSTRUCTED AT THE FOLLOWING INTERSECTIONS ALONG IL. RT.22: MALL ENTRANCE, U.S. 12, ELA/WHITNEY, CHURCH STREET, PROPOSED EAST MAIN, OLD RAND ROAD, AND GENESSE STREET, AND AT THE FOLLOWING INTERSECTIONS ALONG U.S. 12: WHITNEY AND ELA ROADS. THE TEMPORARY TRAFFIC CONTROL SIGNALS SHALL BE ADJUSTED TO ACCOMMODATE THE VARIOUS STAGES OF CONSTRUCTION SHOWN. EXISTING STOP SIGNS ALONG SUBDIVISION SIDESTREETS SHALL BE RELOCATED TO CONTROL SIDE STREET TRAFFIC FOR THE VARIOUS STAGES OF CONSTRUCTION SHOWN. THIS WORK SHALL BE INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION SPECIAL.
- THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS FOR HIS CONSTRUCTION NEEDS, AT NO ADDITIONAL COST TO THE DEPARTMENT, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CONTRACTOR-PROPOSED TRAFFIC CONTROL PLANS SHALL BE SUBMITTED FOR THE WRITTEN APPROVAL OF THE ENGINEER.
- A MINIMUM OF ONE THROUGH LANE (3.300 METERS) SHALL BE KEPT OPEN ON THE NORTH LEG OF OLD RAND ROAD TO PROVIDE ONE WAY TRAFFIC OUT OF TOWN FOR FIRE PROTECTION. A MINIMUM OF ONE THROUGH LANE (3.300 METERS) SHALL BE KEPT OPEN TO THROUGH TRAFFIC AT ALL TIMES FOR SIDE STREET ENTRANCES INTO SUBDIVISIONS. IF BOTH THROUGH LANES OF SIDE STREET ENTRANCES TO SUBDIVISIONS ARE TO BE CONSTRUCTED DURING A STAGE THEY SHALL BE ALTERNATED TO PROVIDE ONE THROUGH LANE OF TRAFFIC.
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER.
- REMOVE ANY EXISTING PAVEMENT MARKINGS AS REQUIRED IF IN CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS FOR TRAFFIC CONTROL AND PROTECTION AS SHOWN ON THE PLANS.
- THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED AT ALL THE FOLLOWING LOCATIONS DURING THE VARIOUS STAGES OF CONSTRUCTION:  
 100 mm WHITE EDGE LINE - EACH OUTSIDE EDGE  
 100 mm YELLOW SKIP-DASH (3.144m SKIP - 3.048m DASH) - MEDIAN SIDE OF TWO WAY LEFT TURN CHANNELIZATION  
 100 mm DOUBLE YELLOW - MEDIANS AND BETWEEN OPPOSING LANES  
 150 mm WHITE LANE LINE - STORAGE AREAS OF LEFT-TURN AND RIGHT-TURN LANES  
 150 mm WHITE SKIP-DASH (1.809m SKIP - 600 mm DASH) - AT LEFT TURN AND RIGHT TURN BAYS  
 300 mm YELLOW DIAGONALS (6.096m C-C) - MEDIANS, GORES, TRAFFIC SIDE OF TWO WAY LEFT TURN CHANNELIZATION  
 600 mm WHITE STOP BAR - ALL LOCATIONS
- TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED AT 15 M CENTER TO CENTER WHERE A DOUBLE YELLOW CENTERLINE IS USED TO SEPARATE OPPOSING TRAFFIC OR AS DIRECTED BY THE ENGINEER. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE INFORMATIONAL SIGNS ON TEMPORARY SUPPORTS FOR DRIVEWAY ACCESSES. THESE SIGNS SHALL BE WHITE ON GREEN, IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR WILL BE SUPPLIED WITH A LIST OF NAMES THAT WILL BE USED FOR THE SIGNS BY THE ENGINEER. THIS WORK WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION SPECIAL.
- TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATOR (TEMPORARY) SHALL BE PLACED WHERE THE ACTIVE TRAVEL LANE IS ADJACENT TO A DROP-OFF OF 1.000 METERS OR GREATER, AND AT LOCATIONS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR TEMPORARY CONCRETE BARRIER, TEMPORARY CONCRETE BARRIER (RELOCATE), IMPACT ATTENUATOR (TEMPORARY) AND IMPACT ATTENUATOR (RELOCATE). THE BARRIER AT EACH END OF THE INSTALLATION SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING ALL SIX ANCHORING PINS FOR "F" SHAPE OR ALL SIX DOWEL BARS FOR THE NEW JERSEY SHAPE.
- TEMPORARY PAVEMENT IS REQUIRED TO MAINTAIN THE REQUIRED TRAFFIC LANES ON THE SIDE STREETS AS SHOWN ON THE STAGING PLANS. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED AS SPECIFIED IN THE SPECIAL PROVISIONS.
- FOR SIDE STREETS AND DRIVEWAYS, TEMPORARY BITUMINOUS RAMPS SHALL BE INSTALLED BETWEEN THE EXISTING AND NEW PAVEMENT. UNLESS OTHERWISE STATED, A MINIMUM 15m RAMP SHALL BE USED. TEMPORARY RAMPS WILL BE PAID FOR AS LEVELING BINDER (MACHINE METHOD) FOR SIDE STREETS AND LEVELING BINDER (HAND METHOD) FOR DRIVEWAYS. REMOVAL OF BITUMINOUS DRIVEWAY RAMPS AND REMOVAL OF RAMPS FOR SIDE STREETS WILL BE INCLUDED IN THE COST OF LEVELING BINDER.
- CONSTRUCTION SIGN (9) SHALL BE COVERED WHEN NOT APPLICABLE.
- ONE ENTRANCE DRIVEWAY SIGN (24) SHALL BE PLACED AT ALL DRIVEWAYS DURING CONSTRUCTION. DRIVEWAY ACCESSES SHALL BE MAINTAINED AT ALL TIMES.
- WORK AT INTERSECTIONS SHALL BE PERFORMED BETWEEN 9:00 AM AND 3:00 PM ONLY. FLAGERS SHALL BE USED FOR ALL SUCH OPERATIONS.
- THE CONTRACTOR SHALL COORDINATE WITH ADJACENT CONTRACT CONCERNING STAGING THE CONSTRUCTION AS DIRECTED BY THE ENGINEER.
- THE FURNISHING, INSTALLATION, RELOCATION AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS AND ALL THE APPLICABLE IDOT TRAFFIC CONTROL STANDARDS SHALL BE PAID FOR UNDER THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION SPECIAL". THE CONTRACTOR SHALL FURNISH ANY ADDITIONAL SIGNS AS REQUIRED BY THE ENGINEER. THE COST OF WHICH WILL ALSO BE INCLUDED IN "TRAFFIC CONTROL AND PROTECTION SPECIAL".
- VERTICAL PANEL POST MOUNTED, STANDARD 702001 SHALL BE PLACED AT 30 M CENTER TO CENTER ALONG ALL OF THE AGGREGATE SHOULDERS AS SHOWN ON THE MAINTENANCE OF TRAFFIC SECTIONS OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE INCLUDED IN THE WORK OF "TRAFFIC CONTROL AND PROTECTION SPECIAL".

LEGEND

-  CONSTRUCTION WORK ZONE
-  TEMPORARY PAVEMENT
-  BARRICADE TYPE III WITH TWO FLASHING LIGHT (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN)
-  BARRICADE TYPE I OR II OR DRUMS, WITH STEADY-BURNING LIGHT (SEE APPLICABLE IDOT STANDARD FOR SPACING)
-  SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS)
-  TEMPORARY TRAFFIC ADVISORY SIGN
-  VERTICAL PANEL WITH STEADY-BURNING LIGHT (15.240m)
-  ARROW BOARD
-  TRAFFIC LANE AND DIRECTION
-  ONE LANE - TWO WAY TRAFFIC LANE AND DIRECTION
-  DRAINAGE CREST
-  DRAINAGE SAG

CONSTRUCTION STAGE SCHEDULE

FIVE MAJOR INTERSECTIONS (U.S. RTE 12 (RAND RD), MAIN STREET WEST, OLD RAND RD, MAIN STREET EAST, BUESCHING RD) WILL BE STAGE RECONSTRUCTED DURING THIS IMPROVEMENT TO ALLOW FOR CONTINUOUS ACCESS. ACCESS TO ALL OTHER SIDE ROADS AND DRIVEWAYS WILL BE MAINTAINED AT ALL TIMES EXCEPT WHEN CONSTRUCTION OPERATIONS OCCUR DIRECTLY IN FRONT OF SUCH ACCESSES.

WHITNEY RD. SHALL BE CONSTRUCTED IN A TIMELY MANNER SUCH AS TO MINIMIZE THE TIME OF COMPLETE CLOSURE.

CONSTRUCTION FOR ILLINOIS ROUTE 22 SHALL TAKE PLACE IN SIX STAGES. CONSTRUCTION ON US 12 SHALL TAKE PLACE IN FIVE STAGES.

MAINTENANCE OF TRAFFIC MAY BE REQUIRED BY THE CONTRACTOR FOR BUILDING REMOVAL AND R.R. RUNAROUND CONSTRUCTION DEPENDING ON CONSTRUCTION METHODS. MAINTENANCE OF TRAFFIC FOR THESE ITEMS SHALL BE APPROVED BY THE ENGINEER. MAINTENANCE OF TRAFFIC REQUIRED BY THE CONTRACTOR DEPENDING ON CONSTRUCTION METHODS SHALL BE INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION SPECIAL FOR THIS PROJECT.

NAME REVISIONS	
NAME	DATE
REVISION	11/24/04
NOTE NO. 8	

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 ILLINOIS ROUTE 22  
 FROM US RTE 12 TO BUESCHING RD  
 MAINTENANCE OF TRAFFIC  
 GENERAL NOTES AND LEGENDS

DRAWN BY: NIL  
 CHECKED BY: SMK  
 DATE: 7/21/04