

RTE NO.	SECTION	COUNTY	TOTAL	SHEET #
FA 646	125W-1, RS-2	PEORIA	256	54

CONSTRUCTION STAGING NOTES

- ALL CONSTRUCTION STAGING IS SUGGESTED AND MAY BE REVISED SUBJECT TO WRITTEN APPROVAL FROM THE ENGINEER. A REQUEST FOR CHANGE BY THE CONTRACTOR SHALL BE DETAILED TO THE SAME EXTENT AS THE STAGING OUTLINED IN THE PLANS. IT SHALL BE SUBMITTED AT LEAST TWO WEEKS PRIOR TO THE DESIRED STARTING DATE. THERE WILL BE NO ADJUSTMENT OF UNIT PRICE OR QUANTITY FOR ANY TRAFFIC CONTROL PAY ITEM DUE TO CHANGES REQUESTED BY THE CONTRACTOR.

THE QUANTITIES OF OTHER CONTRACT UNIT PRICE ITEMS, SUCH AS EARTH EXCAVATION, EMBANKMENT, HOT-MIX ASPHALT BINDER AND SURFACE COURSES, AND OTHER SPECIFIC ITEMS WHICH CAN BE MEASURED, WILL BE ADJUSTED DUE TO CHANGES REQUESTED BY THE CONTRACTOR AND SUBSEQUENTLY APPROVED BY THE ENGINEER. THERE WILL BE NO ADJUSTMENT OF THE CONTRACT UNIT PRICE FOR ANY PAY ITEM AFFECTED BY REVISIONS OF THE SUGGESTED STAGING.

- THE ORDER OF CONSTRUCTION WORK FOR EACH SPECIFIC STAGE DOES NOT NECESSARILY HAVE TO FOLLOW THE LISTED ORDER INDICATED BY THE NUMBERED ITEMS OF WORK. THE INTENT IS TO MINIMIZE TRAFFIC CONGESTION AND ELIMINATE TRAFFIC CONTROL CONFLICTS.
- THE HOT-MIX ASPHALT SURFACE COURSE, FOR ALL PAVEMENTS, SHALL NOT BE PLACED UNTIL ALL STAGING REQUIRING TEMPORARY AND/OR SHORT TERM PAVEMENT MARKINGS HAS BEEN COMPLETED. ACCORDINGLY, THE TOP LIFT OF HOT-MIX ASPHALT SHOULDER SHALL NOT BE PLACED UNTIL THE HOT-MIX ASPHALT SURFACE COURSE ON THE ADJACENT LANE HAS BEEN PLACED.

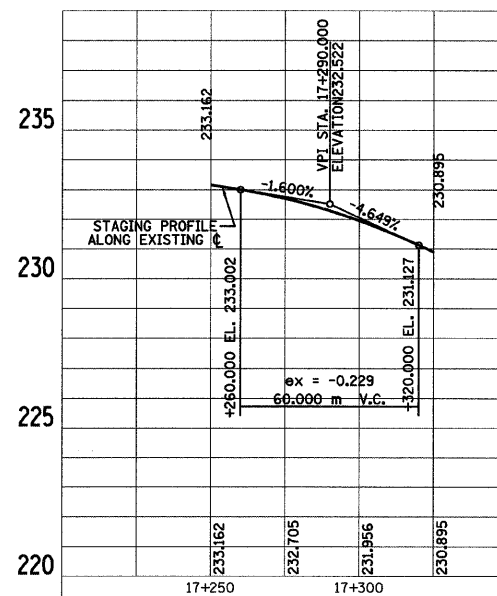
FOR SPECIFIC REQUIREMENTS DURING EACH STAGE, REFER TO ITEM 4 HEREIN AND THE GENERAL NOTES FOR EACH STAGE.

- THE HOT-MIX ASPHALT SHOULDERS CONSTRUCTED IN STAGES I, II AND III SHALL CONSIST OF THE ENTIRE THICKNESS OF THE BOTTOM 149 mm OF HOT-MIX ASPHALT MATERIAL. THE TOP 51 mm OF HOT-MIX ASPHALT SHOULDERS SHALL NOT BE PLACED UNTIL STAGE IV.
- ALL UNDERGROUND WORK SHALL BE PERFORMED FIRST; SUCH AS STORM SEWERS, PIPE CULVERTS, INLETS AND MANHOLES, SUBBASE GRANULAR MATERIAL, HOT-MIX ASPHALT BASE COURSES, AND THEN FULL DEPTH HOT-MIX ASPHALT PAVEMENTS, CURB AND GUTTER, AND RESURFACING SHALL FOLLOW.

- ALL WORK ON SIDE ROADS REMAINING OPEN TO TRAFFIC DURING CONSTRUCTION, SHALL BE LIMITED TO ONE SIDE OF THE SIDE ROAD AT A TIME. UNLESS THE SIDE ROAD IS CLOSED TO TRAFFIC, 2 LANES OF TRAFFIC SHALL BE OPEN DURING NON-WORK HOURS.
- THE EARTHWORK RIGHT OF CENTERLINE, BETWEEN THE RELOCATION AND EXISTING PAVEMENT, FROM HICKORY GROVE RD. NORTHERLY TO STATION 17+300, SHALL BE STAGED AS SHOWN ON THE CROSS SECTIONS OR DESCRIBED HEREIN.
- THE EXISTING TRAFFIC SIGNALS AT WOODSIDE DRIVE SHALL REMAIN IN PLACE UNTIL THE NEW TRAFFIC SIGNAL SYSTEM IS CONSTRUCTED AND IL. RTE. 40 TRAFFIC IS MOVED TO THE RELOCATION.
- ADEQUATE PAVEMENT DRAINAGE SHALL BE MAINTAINED DURING ALL STAGES OF CONSTRUCTION.
- SHORT TERM AND/OR TEMPORARY PAVEMENT MARKINGS HAVE BEEN PROVIDED FOR ALL STAGES OF CONSTRUCTION. REFER TO THE TABULATION OF QUANTITIES AND PAVEMENT MARKING DETAILS.
- WHENEVER THE GRADING IS COMPLETED WITHIN A SIGNIFICANT AND DEFINABLE AREA, AS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL PROCEED WITH SEEDING, SODDING AND PERMANENT EROSION CONTROL ITEMS.
- THE CONSTRUCTION STAGING PLANS SHOWN ON THE CROSS SECTIONS CORRESPONDS WITH THE DETAILED STAGING PLANS. THE END AREAS SHOWN ON THE CROSS SECTIONS ARE TOTAL AREAS. AREAS FOR EACH STAGE ARE NOT SHOWN; HOWEVER, THE EARTHWORK HAS BEEN SUMMARIZED BY STAGES. THERE IS WASTE IN EVERY CONSTRUCTION STAGE. THE EARTHWORK HAS ALSO BEEN BROKEN DOWN BETWEEN MAINLINE IL. RTE 40 AND ALL OF THE VARIOUS SIDEROADS.
- DURING CONSTRUCTION, TYPE III BARRICADES WILL BE REQUIRED TO BE PLACED ACROSS EXISTING OR NEW SIDEROAD CONNECTIONS AND NEW MAINLINE PAVEMENTS AS SHOWN FOR THE VARIOUS STAGES OF CONSTRUCTION. THE COST OF FURNISHING, PLACING, RELOCATING, AND ULTIMATELY REMOVING THE TYPE III BARRICADES WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT THE COST OF THIS WORK SHALL BE INCLUDED IN OTHER RELATED TRAFFIC CONTROL PAY ITEMS.

TRAFFIC CONTROL NOTES

- REFER TO THE SPECIAL PROVISION TITLED "TRAFFIC CONTROL PLAN" FOR ADDITIONAL REQUIREMENTS.
- THE BASIC TRAFFIC CONTROL STANDARD TO BE USED DURING THE VARIOUS OPERATIONS IS NOTED FOR EACH ITEM OF EACH STAGE. SIGN SPACING SHALL BE MODIFIED AS DETERMINED BY THE ENGINEER DUE TO THE OTHER ON GOING OPERATIONS AND OTHER PHYSICAL RESTRICTIONS.



**STAGING PROFILE
STA. 17+250 TO 17+325**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION ILLINOIS ROUTE 40

SCALE: NONE
DATE: 03/13/09

DRAWN BY: JRC, JDU
CHECKED BY: ECM