

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ① THE CONTRACTOR MUST COORDINATE ALL LANE CLOSURES WITH THE ENGINEER.
- ② ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON THE I-94 EXPRESSWAY, AND RAMPS SHALL BE IN ACCORDANCE WITH APPLICABLE TOLLWAY STANDARDS, IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THIS CONTRACT DRAWINGS IS INCLUDED IN THE COST OF "MAINTENANCE OF TRAFFIC", AND WILL NOT BE PAID FOR SEPARATELY.
- ③ ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON IL RTE 173, SHALL BE IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THIS CONTRACT DRAWINGS IS INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)", AND WILL NOT BE PAID FOR SEPARATELY.
- ④ LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE LATEST TOLLWAY AND IDOT HIGHWAY STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS.
- ⑤ EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL IN THE IDOT SECTION WILL BE MEASURED IN SQUARE FEET AND PAID FOR AS "PAVEMENT MARKING REMOVAL". THE REMOVAL OF THE EXISTING PAVEMENT MARKINGS IN THE TOLLWAY SECTION WILL BE PAID AS "WATERBLAST PAVEMENT MARKING REMOVAL WITH VACUUM RECOVERY"
- ⑥ ALL DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH BIDIRECTIONAL STEADY BURN LIGHTS. CONES WILL NOT BE ALLOWED, UNLESS NOTED. DRUM SPACINGS SHALL BE 50' CENTER TO CENTER ALONG THE I-94 AND IL 173 AND 25' C-C AT ALL RAMP LOCATIONS. DRUMS SHALL BE PLACED AT 100' C-C AT LOCATIONS OF FULL SHOULDER WIDTH. ALL VERTICAL PANELS SHALL BE INSTALLED WITH A PANEL ON EACH SIDE OF THE POST WITH BIDIRECTIONAL STEADY BURN LIGHT MOUNTED ABOVE.
- ⑦ 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/OVERHEAD SIGNS SHALL BE NON-DESTRUCTIVE IN NATURE AND WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR "MAINTENANCE OF TRAFFIC"
- ⑧ AT LOCATIONS WHERE A HAZARD EXISTS WITHIN 3.5 FEET OF THE TEMPORARY CONCRETE BARRIER IN AN IDOT SECTION AND 3.75 FEET IN A TOLLWAY SECTION, 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". TEMPORARY CONCRETE WALLS MUST BE CONTINUOUSLY PINNED. IF BASE OF THE TEMPORARY CONCRETE BARRIER IS 12 INCHES OR LESS FROM THE TRAVEL LANE, THEN THE BASE OF THE BARRIER WALL WILL ALSO HAVE A 6 INCH WIDE TEMPORARY PAVEMENT MARKING. THE PAVEMENT MARKING EDGE LINE WILL BE YELLOW WHEN THE BARRIER IS TO THE LEFT OF THE TRAVEL LANE AND WHITE ON THE RIGHT SIDE. THE TEMPORARY PAVEMENT MARKING WILL BE PAID AS, "TEMPORARY PAVEMENT MARKING, 6"
- ⑨ ADVANCED SIGNING PER IDOT DISTRICT 1 DETAIL TC-22 AND/OR CHANGEABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF ROAD WORK IN BOTH TRAFFIC DIRECTIONS ALONG IL RTE 173.
- ⑩ ALL TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON THE PLANS AS PAVEMENT MARKING TAPE, TYPE III OF THE LINE WIDTH SPECIFIED. THE CONTRACTOR MAY REQUEST PERMISSION TO USE EPOXY PAVEMENT MARKING IN PLACE OF PAVEMENT MARKING TAPE, TYPE III WHEN WEATHER CONDITIONS FALL OUTSIDE THE TEMPERATURE RESTRICTIONS STATED IN THE MANUFACTURERS SPECIFICATIONS FOR INSTALLING THE TAPE. THE INSTALLATION AND REMOVAL OF THE EPOXY PAVEMENT MARKING SHALL BE PAID FOR AS PAVEMENT MARKING TAPE, TYPE III AND WORK ZONE PAVEMENT MARKING REMOVAL RESPECTIVELY.
- ⑪ THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE IS INCLUDED IN THE COST OF "MAINTENANCE OF TRAFFIC" AND WILL NOT BE PAID FOR SEPARATELY.
- ⑫ THERE ARE NO DRAWINGS FOR PRE-STAGE 1A. TEMPORARY PAVEMENT INSTALLED FOR TRAFFIC STAGING WILL BE PAID AS "TEMPORARY PAVEMENT". THE REMOVAL OF THE TEMPORARY PAVEMENT WILL BE PAID AS "PAVEMENT REMOVAL".
- ⑬ "RELOCATE TEMPORARY CONCRETE BARRIER" WILL BE MEASURED FOR PAYMENT WHEN THE BARRIER IS RELOCATED AND USED AS A TRAFFIC CONTROL DEVICE. THERE MAY BE SOME INSTANCES WHEN THE EXISTING TEMPORARY CONCRETE BARRIER REQUIRES RELOCATION DUE TO THE CONTRACTORS ACTIVITIES BUT THE BARRIER WILL NOT BE USED FOR MAINTENANCE OF TRAFFIC DURING THAT STAGE. THIS BARRIER WILL NOT BE MEASURED FOR PAYMENT UNTIL IT IS USED AS A TRAFFIC CONTROL DEVICE IN A SUBSEQUENT STAGE.
- ⑭ INSTALL DRIVEWAY ENTRANCE SIGN, AS PER IDOT STD TC-26. DRIVEWAY SIGNS WILL BE PAID AS "TEMPORARY INFORMATION SIGNING" MAINTAIN ACCESS CONTROL TO THE DRIVEWAYS BY CONSTRUCTING HALF AND MAINTAINING ACCESS IN THE OTHER HALF. ACCESS TO ALL RESIDENCES WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION, UNLESS NOTED IN PLANS.
- ⑮ FOR THE EXISTING SIGNING REMOVAL, SEE SIGNING AND PAVEMENT MARKINGS PLAN SHEETS.
- ⑯ THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PLACEMENT AND MESSAGES FOR ALL TRAILER MOUNTED CHANGEABLE MESSAGE SIGN WITH THE ENGINEER. PROVIDED BELOW FOR INFORMATION ONLY ARE ANTICIPATED LOCATIONS AND DURATIONS AT EACH LOCATION FOR EACH FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGN:
- ⑰ ALL CMS USED DURING MOT SHALL BE FULL MATRIX PCMS AS SPECIFIED IN THE TOLLWAY SUPPLEMENTAL SPECIFICATIONS.

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| RAMP A | 1 | OLD US 41 ENTRANCE RAMP | 1 |
| RAMP B | 1 | NB US 41 TO NB I-94 | 1 |
| NB I-94 | 3* | TOTAL | 12 |
| SB I-94 | 3 | | |
| IL RTE 173 | 2 | | |

* INSTALL ONE CMS 3 MILES UPSTREAM (NB) OF THE CONSTRUCTION ZONE (TIED TO ISTHA TIMS)

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
www.bbandainc.com



STAGING OVERVIEW

PRE-STAGE 1

WORK DURING THIS STAGE WILL INCLUDE ALL WORK THAT IS REQUIRED TO PLACE TRAFFIC IN STAGE 1A AND 1B, INCLUDING BUT NOT LIMITED TO MOT SIGNING, TEMPORARY PAVEMENT MARKING, REMOVAL OF EXISTING MEDIAN CRASHWALLS UNDER RUSSELL ROAD BRIDGES AND TEMPORARY PAVEMENT INSTALLATION AND ALL NECESSARY SUPPORTING EARTHWORK.

TEMPORARY PAVEMENT ALONG RAMP A AND RAMP B, FROM NB I-94 TO IL RTE 173 AND FROM IL RTE 173 TO SB I-94. PRESTAGE WORK ALONG THE RAMPS WILL BE PERFORMED AS PER IDOT DISTRICT 1 DETAIL TC-17.

TEMPORARY PAVEMENT ALONG SB I-94 AND NB I-94 AS NEEDED FOR MOT STAGE 1A. USE IDOT DISTRICT 1 STD TC-17

TEMPORARY PAVEMENT ALONG IL RTE 173 AS NEEDED FOR MOT STAGE 1A. USE HIGHWAY STANDARD 701326

FOR RUMBLE STRIP REMOVALS AND RESURFACING OF THIS AREA, USE TOLLWAY STD E3-02 IN TOLLWAY SECTION AND IDOT HIGHWAY STD 701326-04 IN IDOT SECTION. RUMBLE STRIP REMOVAL AND RESURFACING WILL BE PAID AS "RUMBLE STRIP REMOVAL"

FOR ALL TEMPORARY PAVEMENT INSTALLATION AND RUMBLE STRIP REMOVAL AND REHABILITATION, USE TEMPORARY LANE CLOSURES DURING HOURS AS APPROVED BY THE ENGINEER.

I 94 STAGE 1A

MOT TRAFFIC:

TRAFFIC BETWEEN US 41 AND SOUTH OF IL RTE 173 - 3 LANES ARE OPEN TO TRAFFIC ON NB I-94 AND SB I-94. MOT TRAFFIC IS SHIFTED TO THE INSIDE SHOULDER AND LANES 1 & 2 WITH A SHIFT BENEATH IL RTE 173 TO PERFORM MEDIAN WORK

RAMP B - LOOKING IN DIRECTION OF TRAFFIC, MOT TRAFFIC IS SHIFTED TO THE LEFT OF THE BASELINE ONTO THE TEMPORARY PAVEMENT AND LEFT EXISTING SHOULDER

RAMP A - LOOKING IN DIRECTION OF TRAFFIC, MOT TRAFFIC IS SHIFTED TO THE LEFT OF THE BASELINE ONTO THE TEMPORARY PAVEMENT AND LEFT EXISTING SHOULDER

NB I-94 AND SB I-94, TRAFFIC NORTH OF US 41 - 3 LANES ARE OPEN TO TRAFFIC ON NB I-94 AND SB I-94. THE INSIDE MOT TRAFFIC LANE WILL USE THE TEMPORARY PAVEMENT BUILT IN PRESTAGE. THE OTHER MOT LANES WILL BE ON THE EXISTING INSIDE SHOULDER AND REGULAR LANES 1 AND 2

NB US 41 - MOT TRAFFIC IS SHIFTED TO THE LEFT SHOULDER. SB US 41 IS UNDER NORMAL CONDITIONS

CONSTRUCTION:

BETWEEN US 41 AND SOUTH OF IL RTE 173 - WIDENING TO THE OUTSIDE FROM THE EXISTING EOP WITH A 12 FT LANE AND 12 FT SHOULDER, WORKZONE GAPPED BETWEEN STATIONS 3989+50.0 TO STA 4000+00.0

RAMP B - LOOKING IN DIRECTION OF TRAFFIC, CONSTRUCTING THE RIGHT HALF OF THE 16' RAMP LANE AND RIGHT SHOULDER

RAMP A - LOOKING IN DIRECTION OF TRAFFIC, CONSTRUCTING THE RIGHT SIDE FROM THE BASELINE FROM STA 57+50 TO STA 60+06.0, AND FROM 8' LT FROM STA 53+40 TO STA 57+50.

NB I-94 AND SB I-94, TRAFFIC NORTH OF US 41 - RECONSTRUCTING OUTSIDE LANES AND OUTSIDE SHOULDER; TEMPORARY PAVEMENT AS SHOWN ON STAGE 1B, TO RUN STAGE 1B TRAFFIC.

NB US 41 - WORKZONE IS TO THE RIGHT OF THE CENTERLINE; CONSTRUCTING THE RIGHT 12 FT LANE AND RIGHT SHOULDER

IL RTE 173 SOUTHERN PORTION OF PROPOSED OVERHEAD BRIDGE WORK, INCLUDING MEDIAN SHOULDER PIER AND REMOVAL, AND MEDIAN PIER RECONSTRUCTION

I 94 STAGE 1B

MOT TRAFFIC:

TRAFFIC BETWEEN US 41 AND SOUTH OF IL RTE 173 - SAME AS STAGE 1A

RAMP B, LOOKING IN DIRECTION OF TRAFFIC, MOT TRAFFIC FROM EB IL RTE 173 TO RAMP IS SHIFTED TO THE RIGHT OF THE BASELINE ONTO THE NEW PAVEMENT AND RIGHT SHOULDER. THE WB IL RTE 173 MOT TRAFFIC TO THE RAMP IS MAINTAINED IN THE SAME MOT RAMP LANE FROM STAGE 1A. THE TURNING MOVEMENT TO THE RAMP IS SHIFTED TO THE TEMP PVT.

RAMP A, LOOKING IN DIRECTION OF TRAFFIC, MOT TRAFFIC IS SHIFTED TO THE RIGHT OF THE BASELINE ONTO THE NEW PAVEMENT AND RIGHT SHOULDER

NB I-94 AND SB I-94, TRAFFIC NORTH OF US 41 - SAME AS STAGE 1A. IN THE NB I-94 EXIT RAMP TO RUSSELL ROAD, TRAFFIC IS SHIFTED TO THE NEW RAMP PAVEMENT NB US 41 MOT TRAFFIC IS SHIFTED TO THE RIGHT NEW LANE AND RIGHT NEW SHOULDER. SB US 41 IS UNDER NORMAL CONDITIONS

CONSTRUCTION:

BETWEEN US 41 AND SOUTH OF IL RTE 173 - SAME AS STAGE 1A

RAMP B - NONE

RAMP A - LOOKING IN DIRECTION OF TRAFFIC, CONSTRUCTING THE LEFT SIDE FROM THE BASELINE

NB I-94 AND SB I-94, TRAFFIC NORTH OF US 41 - SAME AS STAGE 1A, BUILT GORE AREAS, INSTALL TEMPORARY PAVEMENT, AS SHOWN ON STAGE 2A, TO RUN STAGE 2A TRAFFIC

NB US 41 WORKZONE IS TO THE LEFT OF THE CENTERLINE. CONSTRUCTING THE LEFT 12 FT LANE AND LEFT SHOULDER

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| FILE NAME = \$FILES\$ | USER NAME = default | DESIGNED - RA | REVISED - |
| | | DRAWN - RA | REVISED - |
| | PLOT SCALE = H=1"=10' V=1"=5' | CHECKED - RGR | REVISED - |
| | PLOT DATE = 6/20/2012 | DATE - 6/19/2012 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - GENERAL NOTES

SCALE: NA SHEET NO. 1 OF 2 SHEETS STA. NA TO STA. NA

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|----------|--------|--------------|-----------|
| 94 | 49-1-R-1 | LAKE | 677 | 97 |
| CONTRACT NO. 60L77 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

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