

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL

THE FOLLOWING SEQUENCE OF TRAFFIC CONTROL IS SUGGESTED. VARIATIONS MAY BE MADE, WITH THE APPROVAL OF THE ENGINEER, IF THE PREVAILING SITE CONDITIONS AT THE TIME OF CONSTRUCTION ALLOW. CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC FLOW ON COUNTY LINE ROAD AT ALL TIMES.

FOR EACH STAGE OF CONSTRUCTION PROVIDE TRAFFIC CONTROL AS SHOWN ON THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL PLANS, COORDINATE INSTALLATION OF TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES WITH THE EXISTING TRAFFIC PATTERNS AT THE ENDS OF THE PROJECT.

PRE-STAGE A

- USE THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL PRE-STAGE A PLAN SHEETS.
- PLACE ADVANCED SIGNS AND STRIPING AS SHOWN ON PLANS TO INDICATE LEFT LANES OF NB AND SB COUNTY LINE ROAD ARE CLOSED AND RIGHT LANES REMAIN THRU TRAFFIC FOR COUNTY LINE ROAD. MAINTAIN MINIMUM OF ONE 12' THRU LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE PROJECT LENGTH.
- THRU TRAFFIC RESUMES TO TWO LANES IN EACH DIRECTION BEYOND WORK ZONES.
- WITHIN THE PRE-STAGE A WORK ZONE, REMOVE MEDIAN (INCLUDING CURB & GUTTER) AND REPLACE WITH TEMPORARY MEDIAN PAVEMENT FROM STA 52+27 TO STA 62+51, AND FROM STA 65+75 TO STA 75+04.

PRE-STAGE B

- USE THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL PRE-STAGE B PLAN SHEETS.
- ADJUST ADVANCED SIGNS AND STRIPING AS SHOWN ON PLANS TO INDICATE RIGHT LANE OF NB COUNTY LINE ROAD BECOMES EXIT ONLY LANES FOR I-55 RAMP "G". ALSO INDICATE RIGHT LANE OF SB COUNTY LINE ROAD IS CLOSED. LEFT LANE REMAINS THRU TRAFFIC.
- ESTABLISH TWO-WAY TRAFFIC ON INSIDE LEFT LANES OF COUNTY LINE RD. MAINTAIN MINIMUM OF ONE 12' THRU-LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE PROJECT LENGTH. THRU TRAFFIC RESUMES TO TWO LANES IN EACH DIRECTION BEYOND WORK ZONES.
- CLOSE LEFT SHOULDERS OF RAMPS "B" AND "E" AND NARROW LANES TO 16' EACH TO ACCOMMODATE CONSTRUCTION OF TEMPORARY RAMP PAVEMENT.
- INSTALL TEMPORARY BARRIER WALL & ATTENUATORS AS SHOWN ON PLAN.
- WITHIN THE PRE-STAGE B WORK ZONE, CONSTRUCT TEMPORARY RAMP PAVEMENT FOR RAMPS "B" AND "E" FOR USE IN STAGES 1 AND 2.

STAGE 1

- USE THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL PLAN SHEETS FOR COUNTY LINE RD STAGE 1 AND I-55 STAGES 1A & 1B.
- ADJUST ADVANCED SIGNS AND STRIPING AS SHOWN ON PLANS TO INDICATE RIGHT LANES OF NB COUNTY LINE ROAD BECOMES EXIT ONLY LANE FOR I-55 RAMP "G". ALSO INDICATE RIGHT LANE OF SB COUNTY LINE ROAD IS CLOSED. LEFT LANE REMAINS THRU TRAFFIC.
- ESTABLISH TWO-WAY TRAFFIC ALONG EAST SIDE OF COUNTY LINE RD. FOR NB TRAFFIC, AFTER RIGHT LANE PROCEEDS TO RAMP "G", SHIFT NB THRU LANE TO OUTSIDE RIGHT LANE. FOR SB TRAFFIC, SHIFT SB THRU LANE ACROSS CENTERLINE TO EAST SIDE OF COUNTY LINE RD. MAINTAIN MINIMUM OF ONE 11' THRU-LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE PROJECT LENGTH.
- EXTEND RAMP "F" TO SB LANES OF COUNTY LINE RD. ENTRANCE TO RAMP "F" OPENS AFTER TEMPORARY BARRIER WALL TAPER. EXTEND RAMP "B" TO SB LANES OF COUNTY LINE RD USING TEMPORARY RAMP PAVEMENT. TRAFFIC ON RAMP "B" SHALL STOP AND YIELD TO SB TRAFFIC ON COUNTY LINE RD.
- SB TRAFFIC SHIFTS BACK TO WEST SIDE OF COUNTY LINE RD BEYOND THE BRIDGE WORK ZONES. BOTH DIRECTIONS THRU TRAFFIC RESUMES BACK TO TWO LANES AFTER RAMP "F" & RAMP "D", RESPECTIVELY.
- I-55 STAGE 1A: CLOSE OUTSIDE SHOULDERS ALONG NB AND SB I-55 TO ALLOW FOR SUBSTRUCTURE WORK. MAINTAIN THRU TRAFFIC ON MAINLINE LANES AND AUXILIARY LANES.
- I-55 STAGE 1B: CLOSE INSIDE SHOULDERS ALONG NB AND SB I-55 TO ALLOW FOR SUBSTRUCTURE WORK. MAINTAIN THRU TRAFFIC ON MAINLINE LANES AND AUXILIARY LANES.
- WITHIN THE STAGE 1 CONSTRUCTION WORK ZONE, DEMOLISH THE BRIDGE SUPERSTRUCTURES, ABUTMENTS, APPROACH SLABS AND PIER CAPS AS NEEDED. COORDINATE WITH STRUCTURAL PLANS.
- WITHIN THE STAGE 1 CONSTRUCTION WORK ZONE, CONSTRUCT THE BRIDGE SUPERSTRUCTURES, ABUTMENTS, PIER CAPS, APPROACH SLABS AND OTHER APPURTENANCE. COORDINATE WITH THE STRUCTURAL PLANS.
- COMPLETE LANDSCAPING AND ASSOCIATED EROSION CONTROL ALONG WEST SIDE OF COUNTY LINE ROAD. CONSULT EROSION CONTROL AND LANDSCAPING PLANS.

WINTER STAGE

- SEE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL PLAN WINTER STAGE SHEETS.
- STAGE 1 SHALL BE COMPLETED PRIOR TO THE WINTER STAGE. ALL LANES SHALL BE REOPENED DURING THIS STAGE ON COUNTY LINE RD AND I-55. NO PERMANENT OR OVERNIGHT LANE CLOSURES WILL BE ALLOWED FROM NOVEMBER 1 THRU APRIL 1.
- ADJUST ADVANCED SIGNS, STRIPING AND TEMP BARRIER AS SHOWN ON PLANS.

STAGE 2

- USE THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL PLAN SHEETS FOR COUNTY LINE RD STAGE 2 AND I-55 STAGES 2A & 2B.
- MAINTAIN/ADJUST ADVANCED SIGNS AND STRIPING AS SHOWN ON PLANS TO INDICATE RIGHT LANE OF NB COUNTY LINE ROAD BECOMES EXIT ONLY LANES FOR I-55 RAMP "G". INDICATE LEFT LANE OF SB COUNTY LINE ROAD IS CLOSED. LANE REMAINS THRU TRAFFIC.
- ESTABLISH TWO-WAY TRAFFIC ALONG WEST SIDE OF COUNTY LINE RD. SB THRU LANE REMAINS ON OUTSIDE RIGHT LANE. FOR NB TRAFFIC, AFTER RIGHT LANE PROCEEDS TO RAMP "G", SHIFT SB THRU LANE ACROSS CENTERLINE TO WEST SIDE OF COUNTY LINE RD. MAINTAIN MINIMUM OF ONE 12' THRU-LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE PROJECT LENGTH.
- EXTEND RAMP "C" TO SB LANES OF COUNTY LINE RD. ENTRANCE TO RAMP "C" OPENS AFTER TEMPORARY BARRIER WALL TAPER. EXTEND RAMP "E" TO SB LANES OF COUNTY LINE RD USING TEMPORARY RAMP PAVEMENT. TRAFFIC ON RAMP "E" SHALL STOP AND YIELD TO NB TRAFFIC ON COUNTY LINE RD.
- NB TRAFFIC SHIFTS BACK TO EAST SIDE OF COUNTY LINE RD BEYOND THE BRIDGE WORK ZONES. BOTH DIRECTIONS THRU TRAFFIC RESUMES BACK TO TWO LANES AFTER RAMP "H" & RAMP "C" RESPECTIVELY.
- I-55 STAGE 2A: CLOSE OUTSIDE SHOULDERS ALONG NB AND SB I-55 TO ALLOW FOR SUBSTRUCTURE WORK. MAINTAIN THRU TRAFFIC ON MAINLINE LANES AND AUXILIARY LANES.
- I-55 STAGE 2B: CLOSE INSIDE SHOULDERS ALONG NB AND SB I-55 TO ALLOW FOR SUBSTRUCTURE WORK. MAINTAIN THRU TRAFFIC ON MAINLINE LANES AND AUXILIARY LANES.
- WITHIN THE STAGE 2 CONSTRUCTION WORK ZONE, DEMOLISH THE BRIDGE SUPERSTRUCTURES, ABUTMENTS, APPROACH SLABS AND PIER CAPS AS NEEDED. COORDINATE WITH STRUCTURAL PLANS.
- WITHIN THE STAGE 2 CONSTRUCTION WORK ZONE, CONSTRUCT THE BRIDGE SUPERSTRUCTURES, ABUTMENTS, PIER CAPS, APPROACH SLABS AND OTHER APPURTENANCES. COORDINATE WITH THE STRUCTURAL PLANS.
- COMPLETE LANDSCAPING AND ASSOCIATED EROSION CONTROL ALONG EAST SIDE OF COUNTY LINE ROAD. CONSULT EROSION CONTROL AND LANDSCAPING PLANS.

POST STAGE

- FOR MEDIAN RESTORATION ON COUNTY LINE RD, USE THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL FOR PRE-STAGE A PLAN SHEETS. SEE DESCRIPTION OF PRE-STAGE A FOR CLOSURE NOTES. REMOVE TEMPORARY MEDIAN PAVEMENT AND CONSTRUCT NEW CURB & GUTTER AND MEDIAN PAVEMENT FROM STA 52+27 TO STA 62+51, AND FROM STA 65+75 TO STA 75+04.
- FOR TEMPORARY RAMP PAVEMENT REMOVAL, USE THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL FOR PRE-STAGE B PLAN SHEETS. SEE DESCRIPTION OF PRE-STAGE B FOR CLOSURE NOTES. REMOVE TEMP RAMP PAVEMENT AND RESTORE LEFT SHOULDER ALONG RAMPS "E" & "B".

GENERAL NOTES

- THE CONTRACTOR SHALL INFORM COOK COUNTY TRANSPORTATION BUREAU AT (847) 827-7824, OR (312) 603-1660, FIVE DAYS IN ADVANCE PRIOR TO INSTALLATION OF PAVEMENT MARKINGS ON COUNTY LINE ROAD.
- THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE 11' THRU-LANE IN EACH DIRECTION FOR TWO-WAY TRAFFIC FLOW UNLESS OTHERWISE SPECIFIED. A MINIMUM OF 3' SHALL BE MAINTAINED AT ALL TIMES BETWEEN TRAFFIC AND CONSTRUCTION UNLESS OTHERWISE NOTED IN THE PLANS.
- THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, IDOT STANDARD SPECIFICATIONS, PLAN SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.
- THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF CHANGES IN CONSTRUCTION STAGING.
- THE CONTRACTOR SHALL CONTACT THE ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- STAGED CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL CONFLICTING SIGNS, PAVEMENT MARKINGS, AND TRAFFIC CONTROL DEVICES HAVE BEEN REMOVED OR COVERED AND TEMPORARY TRAFFIC CONTROL MEASURES HAVE BEEN PLACED TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN.
- ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR 1 PLACEMENT AND 3 REPLACEMENTS HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO 7 DAYS OF SERVICE OR REPLACEMENT AFTER THE THIRD REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

- EXISTING PAVEMENT MARKING THAT CONFLICT WITH EACH STAGE SHALL BE REMOVED PRIOR TO LANE CLOSURES, AND SHALL BE PAID AS PAVEMENT MARKING REMOVAL.

- DRUMS OR TYPE II BARRICADES AND VERTICAL PANELS SHALL BE EQUIPPED WITH MONODIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50' INTERVALS ALONG THE PROPOSED CONSTRUCTION WORK ZONE, AT 25' INTERVALS IN CURVES, AND AT 25' INTERVALS IN TAPER SECTIONS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. TYPE II BARRICADES THAT HAVE A MINIMUM REFLECTORIZED AREA OF 288 SQUARE INCHES AND ARE 2' IN WIDTH SHALL BE USED IN ALL STAGES OF CONSTRUCTION.

- THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), ILLINOIS SUPPLEMENT TO THE MUTCD, IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, IDOT STANDARD SPECIFICATIONS, CONTRACT SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

- TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE PLACED AS INDICATED IN THE PLANS. TEMPORARY CONCRETE BARRIER SHALL BE PLACED WHERE THERE IS A 2' OR GREATER DROP OFF AT THE EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER. FURNISHING, INSTALLING AND RELOCATION OF TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE IN ACCORDANCE WITH IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.

- THE CONTRACTOR SHALL PROVIDE ADVANCE NOTICE CONSTRUCTION SIGNING. SIGNS SHALL BE ERECTED ONE WEEK IN ADVANCE OF THE START OF CONSTRUCTION AND SHALL BE REMOVED OR COVERED WHEN PROTECTION IS NOT REQUIRED.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING EXISTING AND/OR PROPOSED DRAINAGE AND ROADWAY LIGHTING DURING THE DURATION OF THE PROJECT.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL BARRIERS, LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.

- ALL ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY.

- ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM THE TRAFFIC IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3" BY 6" DELINEATOR INSTALLED.

- IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, REMOVED, DAMAGED, OR OTHERWISE AFFECTED BY CONSTRUCTION.

- TRAFFIC CONTROL AND PROTECTION WORK ON COUNTY LINE ROAD SHALL BE DONE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING IDOT TRAFFIC CONTROL STANDARDS: 701321, 701411, 701431, AND AS DIRECTED BY THE ENGINEER. THESE STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) AS A LUMP SUM PAY ITEM.

- TRAFFIC CONTROL AND PROTECTION WORK ON I-55 SHALL CONSIST OF SHOULDER CLOSURES (AS SHOWN ON THE PLANS) TO ALLOW WORK AT ABUTMENTS AND PIERS, IN ACCORDANCE WITH IDOT DISTRICT 1 TRAFFIC CONTROL STANDARD TC17 AND AS DIRECTED BY THE ENGINEER. THESE STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) AS A LUMP SUM PAY ITEM.

- A 3.5 FOOT CLEAR DEFLECTION ZONE IS REQUIRED FROM THE BACK OF THE TEMPORARY CONCRETE BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF IN THE WORK ZONE. IF THE 3.5 FOOT CLEAR ZONE CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED TO THE PAVEMENT THRU THE 3 ANCHORING HOLES ON THE TRAFFIC SIDE OF THE BARRIER WALL. COST OF THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER WALL.

- PROTECTIVE SHIELD SHALL BE INSTALLED TO PROTECT THE PUBLIC FROM ANY FALLING DEBRIS.

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT.

IDOT HIGHWAY STANDARDS:

635011-02	REFLECTOR MARKERS AND MOUNTING DETAILS
643001-01	SAND MODULE IMPACT ATTENUATORS
701101-03	MULTI-LANE OFF-ROAD OPERATIONS
701400-06	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-07	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-08	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701431-08	LANE CLOSURE, MULTILANE, UNDIVIDED WITH CROSSOVER, FOR SPEEDS >= 45 MPH
701446-04	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-03	TYPICAL PAVEMENT MARKING

IDOT DISTRICT 1 DETAILS:

TC08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC09	TRAFFIC CONTROL DETAILS FOR FREEWAY, SINGLE & MULTI-LANE WEAVE
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC17	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
TC22	ARTERIAL ROAD INFORMATION SIGN

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USER NAME = vpelegrinos	DESIGNED - VP	REVISED -
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PLOT DATE = 1/23/2013	DATE - 1/24/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGING NOTES, GENERAL NOTES AND STANDARDS

SCALE: N/A SHEET NO. 1 OF 16 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	22-1HB-R	COOK/DUPAGE	161	31
CONTRACT NO. 60K77				
FED. ROAD. DIST. NO. 1 ILLINOIS FED. AID PROJECT				