

GENERAL NOTES

THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER AND THE COUNTY FOR APPROVAL.

THE ENGINEER SHALL BE INFORMED 72 HOURS IN ADVANCE OF ANY CHANGE TO THE STAGING PLANS.

CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGHOUT THE PROJECT AREA AT ALL TIMES.

TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. ALL TEMPORARY PAVEMENT MARKINGS & TRAFFIC CONTROL DEVICES SHALL BE IN PLACE AT THE BEGINNING OF EACH STAGE, AND SHALL BE MAINTAINED FOR THE DURATION OF THAT STAGE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ENTRANCES AND APPROACHES AS INDICATED ON THE PLANS WITHIN THE PROJECT LIMITS. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (PRIVATE ENTRANCE), OR TEMPORARY ACCESS (COMMERCIAL ENTRANCE), OR TEMPORARY ACCESS (ROAD).

EMBANKMENT FOR NEW ROAD AND BRIDGE SHOULD BE CONSTRUCTED IN STAGE 1 IN ORDER TO ALLOW THE EMBANKMENTS TO ADJUST OR SETTLE UNDER ITS OWN WEIGHT AS MUCH AS POSSIBLE PRIOR TO PAVEMENT CONSTRUCTION.

A WORK ZONE SPEED LIMIT OF 35 MPH OR AS DIRECTED BY THE ENGINEER SHALL BE IN PLACE PRIOR TO CONSTRUCTION BEGINNING.

SIGNS

TRAFFIC CONTROL DEPICTED ON THE MAINTENANCE OF TRAFFIC PLANS IS THE MINIMUM REQUIREMENT. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER.

ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT LUMP SUM PRICES PER THE TRAFFIC CONTROL AND PROTECTION STANDARDS.

THE CONTRACTOR SHALL PLACE "CAUTION NEW LANES OPEN" SIGNS AT EVERY ENTRANCE AND SIDE ROADS AT THE TIME OF OPENING NEW LANES TO TRAFFIC AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGN DETAIL FOR FURTHER INFORMATION.

THE CONTRACTOR SHALL PLACE "DRIVEWAY ENTRANCE" SIGNS AT ALL COMMERCIAL ENTRANCES WITHIN THE PROJECT LIMITS WHERE ENTRANCE IS OBSTRUCTED DUE TO CONSTRUCTION AND/OR AS DIRECTED BY THE ENGINEER. ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES DURING CONSTRUCTION OPERATIONS WITH THE USE OF AGGREGATE FOR TEMPORARY ACCESS AND/OR BY CONSTRUCTING ONE HALF OF PROPOSED DRIVEWAYS AT A TIME. SEE TEMPORARY INFORMATION SIGNS DETAIL FOR FURTHER INFORMATION.

TEMPORARY SIGNING, AS SHOWN, SHALL CONFORM TO THE APPLICABLE STANDARDS INCLUDED IN THE SPECIAL PROVISIONS AND CONTRACT PLANS OR AS DIRECTED BY THE ENGINEER. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY AT THE UNIT PRICE PER SQUARE FOOT FOR "TEMPORARY INFORMATION SIGNING".

THE CONTRACTOR SHALL PLACE FOUR CHANGEABLE MESSAGE SIGNS, ONE AT THE BEGINNING OF THE PROJECT ON CHARLES J. MILLER ROAD, GREEN STREET, BARREVILLE ROAD, AND RIVER ROAD. ONE SIGN SHALL ALSO BE PROVIDED TO BE PLACED AT THE ENGINEER'S DISCRETION IN ORDER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR "CHANGEABLE MESSAGE SIGN".

BARRICADES

TYPE II BARRICADES EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS SHALL BE PLACED ALONG THE ROADWAY AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. TYPE II BARRICADES WITH DIRECTIONAL ARROWS SHALL BE PLACED AT LANE SHIFTS (TAPER SECTIONS) AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER. ALL TYPE II BARRICADES SHALL BE NON-METALLIC.

VERTICAL PANELS SHALL BE PROVIDED AS SHOWN IN THE PLANS AND SPACED 50 FT CENTER TO CENTER.

BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

EXISTING TRAFFIC CONTROL DEVICES WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGED SIGNS CAUSED BY HIS WORK SHALL BE REPLACED BY THE CONTRACTOR.

CHANNELIZING DEVICES ARE TO BE PLACED AT SAME LEVEL AS TRAVELING LANE OR SHOULDER PROFILE.

CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. THE REFLECTIVE AREA AND WARNING LIGHT SHALL BE RAISED TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS REQUIRED BY STANDARD 701901. THE CONTRACTOR SHALL USE LEG EXTENSIONS FOR TYPE II BARRICADES OR PROVIDE A 2 FT WIDTH EARTH FILL PAD FOR DRUMS TO MEET MINIMUM BARRICADE HEIGHT (SEE STAGING TYPICAL CROSS SECTION SHEETS). THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT LUMP SUM PRICES PER THE TRAFFIC CONTROL AND PROTECTION STANDARDS.

DROP-OFFS GREATER THAN 18 INCHES SHALL NOT BE EXPOSED TO TRAFFIC FOR GREATER THAN 48 HOURS. ADDITIONALLY, PYLONS OF FLASHING LIGHTS SHALL BE PLACED AT DROP-OFFS GREATER THAN 18 INCHES.

ALL TEMPORARY CONCRETE BARRIERS SHALL BE EQUIPPED WITH A 6 IN. PAINTED STRIPE, TYPE C REFLECTORS, AND A STEADY BURNING LIGHT. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR "TEMPORARY CONCRETE BARRIER."

PAVEMENT MARKING

ALL TEMPORARY PAVEMENT MARKINGS PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION PHASE CHANGE.

THE REMOVAL OF ALL PAVEMENT MARKING ON IL ROUTE 31 PCC PAVEMENT MUST BE DONE USING WATER BLASTING WITH VACUUM RECOVERY, AND IT WILL BE PAID AS "PAVEMENT MARKING REMOVAL."

ALL PAVEMENT MARKINGS CONFLICTING WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED. TYPE III MARKING TAPE SHALL BE USED ON THE FINAL WEARING SURFACE OR ON THE EXISTING PAVEMENT TO REMAIN WHEN THE TEMPORARY PAVEMENT MARKING WILL CONFLICT WITH THE PERMANENT PAVEMENT MARKING SUCH AS ON TAPERS OR LANE SHIFTS.

OTHER

WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

ANY SAWCUTTING OF THE EXISTING PAVEMENT FOR STAGE CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "PAVEMENT REMOVAL".

ALL DRAINAGE STRUCTURES THAT ARE REQUIRED TO BE INSTALLED WITHIN TEMPORARY PAVEMENT OR AT A TEMPORARY ELEVATION NECESSARY TO MAINTAIN TRAFFIC AND DRAINAGE ARE REQUIRED TO BE ADJUSTED TO THE PROPOSED TEMPORARY ELEVATION WITH A TYPE 1 FRAME OPEN LID AND THEN ADJUSTED TO FINAL GRADE WITH THE PROPOSED FRAME AND GRATE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SPECIFIED.

THE CONTRACTOR SHALL PROVIDE TEMPORARY HMA RAMP TO TRANSITION THE DIFFERENTIAL ELEVATIONS CAUSED BY STAGED CONSTRUCTION BETWEEN THE NEW CONSTRUCTION AND EXISTING PAVEMENT. ANY PAVEMENT DROP-OFFS GREATER THAN 3 INCHES IMMEDIATELY ADJACENT TO TRAFFIC SHALL NOT BE LEFT OVERNIGHT. THE WORK TO INSTALL AND REMOVE THE TEMPORARY HMA RAMP SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT LUMP SUM PRICES PER THE TRAFFIC CONTROL AND PROTECTION STANDARDS.

STAGE 4

CONSTRUCTION

1. PLACE THE HOT MIX ASPHALT BINDER AND SURFACE COURSES.
2. COMPLETE REMAINING RESTORATION AND LANDSCAPING.
3. COMPLETE INSTALLATION OF TRAFFIC SIGNALS AT RIVER ROAD.
4. REMOVE TEMPORARY TRAFFIC SIGNALS.
5. INSTALL PERMANENT PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKINGS.

MAINTENANCE OF TRAFFIC

1. MAINTAIN MINIMUM OF TWO LANES OF TRAFFIC.

SEQUENCE OF CONSTRUCTION

PRE-STAGE

CONSTRUCTION

1. PREPARE THE TEMPORARY SIGNALS AT THE INTERSECTION OF RIVER ROAD PER THE TEMPORARY SIGNAL PLANS.
2. PREPARE THE ROADWAYS AND INTERSECTIONS FOR STAGE 1 TRAFFIC WITH TEMPORARY PAVEMENT. SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR LOCATIONS.
3. CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS SHOWN IN THE PLANS.
4. REMOVE CONFLICTING EXISTING SIGNS LOCATED ALONG THE MAINLINE. RELOCATE EXISTING SIGNS AS NEEDED.
5. REMOVE ALL EXISTING RAISED PAVEMENT MARKERS AND PAVEMENT MARKINGS IN CONFLICT WITH MAINTENANCE OF TRAFFIC STRIPING.

MAINTENANCE OF TRAFFIC

1. MAINTAIN THE EXISTING TRAFFIC CONFIGURATION.

STAGE 1

CONSTRUCTION

1. PLACE STAGE 1 TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS. SET TRAFFIC AND ACTIVATE SIGNAL HEADS FOR THE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF RIVER ROAD PER THE TEMPORARY SIGNAL PLANS.
2. CONSTRUCT THE CURB AND GUTTER WITHIN THE WORK ZONE FOR STAGE 1 AT LOCATIONS SHOWN. CONSTRUCT THE PROPOSED PAVEMENT UP TO THE BINDER COURSE OR SURFACE OF PCC JOINTED PAVEMENT. PREPARE THE MAINLINE AND INTERSECTIONS FOR STAGE 2 TRAFFIC WITH TEMPORARY PAVEMENT. SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR LOCATIONS OF STAGE 2 TEMPORARY PAVEMENT.
3. CONSTRUCT DRAINAGE STRUCTURES AND STORM SEWER AT LOCATIONS SHOWN IN THE PLANS.
4. CONSTRUCT ALL EMBANKMENT FOR BRIDGE AND ROADWAY WITHIN STAGE 1 WORK ZONE AS EARLY AS POSSIBLE.
5. CONSTRUCT BRIDGE ACCORDING TO BRIDGE CONSTRUCTION SEQUENCE (SEE STRUCTURAL PLANS).

MAINTENANCE OF TRAFFIC

1. MAINTAIN TWO LANES OF TRAFFIC AT ALL TIMES AS SHOWN IN THE PLANS.
2. TRAFFIC WILL BE SHIFTED FOR STAGE 1 CONSTRUCTION AND WILL UTILIZE THE EXISTING PAVEMENT AND TEMPORARY PAVEMENT.

STAGE 2

CONSTRUCTION

1. INSTALL STAGE 2 TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS. SET TRAFFIC SIGNAL HEADS FOR THE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF RIVER ROAD PER THE TEMPORARY SIGNAL PLANS.
2. CONSTRUCT THE CURB AND GUTTER WITHIN THE WORK ZONE FOR STAGE 2. CONSTRUCT THE PROPOSED PAVEMENT UP TO THE BINDER COURSE OR SURFACE OF PCC JOINTED PAVEMENT. PREPARE THE MAINLINE AND INTERSECTIONS FOR STAGE 3 TRAFFIC WITH TEMPORARY PAVEMENT. SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR LOCATIONS OF STAGE 3 TEMPORARY PAVEMENT.
3. CONSTRUCT DRAINAGE STRUCTURES AND STORM SEWER AT LOCATIONS SHOWN IN THE PLANS.

MAINTENANCE OF TRAFFIC

1. MAINTAIN TWO LANES OF TRAFFIC AT ALL TIMES AS SHOWN IN THE PLANS.
2. TRAFFIC WILL BE SHIFTED FOR STAGE 2 CONSTRUCTION AND WILL UTILIZE NEWLY CONSTRUCTED PAVEMENT AND TEMPORARY PAVEMENT.

STAGE 3

CONSTRUCTION

1. PLACE STAGE 3 TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS. SET TRAFFIC SIGNAL HEADS FOR THE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF RIVER ROAD PER THE TEMPORARY SIGNAL PLANS.
2. CONSTRUCT THE REMAINING PAVEMENTS UP TO THE BINDER COURSE. CONSTRUCT THE CURB AND GUTTER ALONG MEDIANS AND MEDIAN SURFACES.
3. CONSTRUCT IMPROVEMENTS TO EXISTING BRIDGE OVER FOX RIVER.
4. CONSTRUCT DRAINAGE AND PARKWAY IMPROVEMENTS ALONG MILLER ROAD AT LOCATIONS SHOWN IN THE PLANS.

MAINTENANCE OF TRAFFIC

1. MAINTAIN TWO LANES OF TRAFFIC AT ALL TIMES AS SHOWN IN THE PLANS.
2. SHIFT TRAFFIC ONTO NEW BRIDGE.

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**MCHENRY COUNTY
 DIVISION OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC - GENERAL NOTES
 CHARLES J. MILLER ROAD ROADWAY IMPROVEMENTS**

SCALE: N.T.S. SHEET NO. 1 OF 12 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3860	09-00372-00-PW	MCHENRY	252	23
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				CONTRACT NO. 63633