

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR MUST COORDINATE ALL LANE CLOSURES WITH THE ENGINEER.
2. SEE SPECIAL PROVISIONS FOR PROTECTION AND COORDINATION REQUIRED WITH THE CHICAGO TRANSIT AUTHORITY.

3. ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON THE DAN RYAN EXPRESSWAY AND RAMPS 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 (EXPRESSWAYS), AND WILL NOT BE PAID FOR SEPARATELY.

4. ALL EXISTING DRAINAGE STRUCTURE LIDS AND GRATES SHALL BE SECURED TO THE SATISFACTION OF THE ENGINEER AT LOCATIONS WHERE TRAFFIC IS LOCATED ON THE SHOULDERS. SECURING OF THE LIDS AND GRATES WILL NOT BE PAID FOR SEPARATELY AND IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION. SATISFACTION OF THE ENGINEER.

5. CONTRACTOR MUST COORDINATE WORK WITH IDOT CONTRACTS 62592, 62593, AND 62302.

6. TRAFFIC CONTROL FOR THE DAN RYAN LOCAL LANES, EXPRESS LANES, AND ALL RAMPS AS DETAILED HEREIN WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY).

7. LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE INCLUDED IDOT STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS. CLOSURES MUST BE COORDINATED WITH THE ENGINEER.

8. ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES SHALL HAVE THE REFLECTIVE LENSES REMOVED, AS DIRECTED BY THE ENGINEER, AND REPLACED AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE RAISED REFLECTIVE PAVEMENT MARKER LENSES IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

9. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL WILL BE MEASURED IN SQUARE FEET AND PAID FOR AS PAVEMENT MARKING REMOVAL.

10. ALL DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LIGHTS. CONES WILL NOT BE ALLOWED, UNLESS NOTED. ALL DRUM SPACINGS SHALL BE 100' CENTER TO CENTER, UNLESS OTHERWISE SPECIFIED.

11. 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 SIGNS WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) / (SPECIAL).

12. MONODIRECTIONAL PRISMATIC BARRIER REFLECTORS SHALL BE PLACED ON ALL TEMPORARY CONCRETE BARRIER WALL AS INDICATED IN THE SPECIAL PROVISIONS.

13. FOR THE TEMPORARY CONCRETE BARRIER ON THE DAN RYAN EXPRESSWAY LANES, THE BASE OF THE SIDE FACING TRAFFIC SHALL BE MARKED WITH A 6" LINE. THESE MARKINGS WILL BE MEASURED IN LINEAR FEET AND PAID FOR AS TEMPORARY PAVEMENT MARKING, LINE 6". WHEN THE BARRIER IS RELOCATED, THE LINE AND MONO-DIRECTIONAL PRISMATIC BARRIER REFLECTORS SHALL BE MAINTAINED.

14. AT LOCATIONS WHERE A HAZARD EXISTS WITHIN 4.0 FEET OF THE TEMPORARY CONCRETE BARRIER, 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.

15. ADVANCE SIGNING AND WORK LIMIT SIGNING MUST CONFORM TO IDOT HIGHWAY STANDARDS 701400 AND 701600. SIGNS THAT INCORRECTLY IDENTIFY A WORK ZONE OR END CONSTRUCTION SHALL BE REMOVED. CONSTRUCTION WORK, TRAFFIC CONTROL, AND ADVANCE SIGNING MUST BE COORDINATED WITH ADJACENT DAN RYAN CONSTRUCTION CONTRACTS.

16. ADVANCED SIGNING PER IDOT DISTRICT 1 DETAIL TC-22 AND/OR CHANGABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF ROAD WORK IN BOTH NORTHBOUND AND SOUTHBOUND DIRECTIONS, ON BOTH THE FRONTAGE ROADS AND EXPRESSWAY LANES (4 SIGNS TOTAL). THESE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY INFORMATION SIGNING OR CHANGABLE MESSAGE SIGN.

17. FOR ACCESS CONTROL, THE CONTRACTOR IS REQUIRED TO PLACE CHAIN LINK FENCE 6' (SPECIAL), 7'-2" CLEAR FROM THE CENTERLINE OF CTA TRACK, PRIOR TO REMOVING EXISTING CTA CHAIN LINK FENCE AND BARRIER WALL. THE CONTRACTOR MUST ALSO PLACE CHAIN LINK GATES, 6' X 6' SINGLE AT ALL LOCATIONS WHERE THERE ARE EXISTING CTA FENCE GATES. THE CHAIN LINK FENCE 6' (SPECIAL) MUST REMAIN IN PLACE UNTIL THE NEW PERMANENT CTA FENCE IS COMPLETED.

18. THE CONTRACTOR HAS THE OPTION TO USE EPOXY PAVEMENT MARKINGS IN LIEU OF PAVEMENT MARKING TAPE, TYPE III, WITH THE CONSENT OF THE ENGINEER. IF THE CONTRACTOR USES EPOXY PAVEMENT MARKING, THE COST OF REMOVAL IS INCLUDED IN THE INITIAL COST OF THE ITEM.

19. 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 TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) AND WILL NOT BE PAID FOR SEPARATELY.

20. THE CONTRACTOR MUST COVER OVERHEAD SIGNS FOR THE EXPRESS LANES AT 76TH AND 71ST STREETS. COVERING THESE SIGNS IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	556	81
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62300	• (1818, ETC, 2324.6-1)PR-8			

STAGING OVERVIEW:

PRESTAGE

THE PRESTAGE WILL OCCUR DURING DATES AS INDICATED ON THE SUGGESTED CONSTRUCTION SCHEDULE. WORK DURING THIS STAGE WILL INCLUDE ALL WORK THAT IS REQUIRED TO PLACE TRAFFIC IN STAGE 1 AND STAGE 1A, INCLUDING BUT NOT LIMITED TO PATCHING, SIGNING, PAVEMENT MARKING, TEMPORARY PAVEMENT AND TEMPORARY CONCRETE BARRIER. ALL PRESTAGE WORK WILL BE PERFORMED UNDER TEMPORARY LANE CLOSURES DURING HOURS AS APPROVED BY THE ENGINEER. ALL LANE CLOSURES MUST BE IN ACCORDANCE WITH APPLICABLE IDOT HIGHWAY STANDARDS. THE COST OF ALL LANE CLOSURES IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) AND WILL NOT BE PAID FOR SEPARATELY.

STAGE 1

STAGE 1 ADDRESSES THE STAGING OF TRAFFIC ON THE LOCAL LANES BETWEEN STATION 4400+96 AND THE NORTH PROJECT LIMITS. DURING THIS STAGE, 3 - 11' LANES ARE PLACED ON THE LOCAL LANES. THE EXPRESS LANES ARE CLOSED BETWEEN STATION 2391+00 AND 2644+21 WHILE ALL PAVEMENT, BARRIER WALL, AND SIGNING IS CONSTRUCTED IN THIS REGION. THE STAGE 1 WORK BETWEEN STATION 2367+00 AND 2391+00 WILL BE CONSTRUCTED IN 3 SUBSTAGES. AT THE COMPLETION OF STAGE 1, ALL CONTRACT WORK MUST BE COMPLETED, EXCEPT THE PERMANENT TIE-IN OF THE LOCAL LANES AT THE SOUTH THEIR SOUTH TERMINATION, WHICH WILL BE COMPLETED IN STAGE 2 PRIOR TO CONTRACT COMPLETION.

STAGE 1A

STAGE 1A INVOLVES PLACING 2 TRAFFIC LANES ON THE INSIDE OF EXISTING EXPRESSWAY PAVEMENT AND 1 LANE ON THE 67TH STREET - 71ST STREET C-D SYSTEM WHILE THE INSIDE 2 LANES AND SOUTHERN PORTIONS OF THE CENTER LANE IN THIS SECTION ARE CONSTRUCTED.

STAGE 1B

STAGE 1B INVOLVES PLACING 2 LANES OF TRAFFIC ON THE OUTSIDE EXPRESSWAY LANES OR TEMPORARY PAVEMENT CONSTRUCTED IN STAGE 1A. 1 LANE OF TRAFFIC WILL REMAIN ON THE 67TH STREET - 71ST STREET C-D SYSTEM. DURING THIS STAGE, THE INSIDE 3 LANES WILL BE CONSTRUCTED.

STAGE 1C

STAGE 1C INVOLVES PLACING TRAFFIC BACK ON THE INSIDE 2 LANES OF THE EXPRESSWAY IN ORDER TO MEET CONTRACT 62304 CONSTRUCTION. ONE LANE OF TRAFFIC WILL REMAIN ON THE 67TH - 71ST STREET C-D SYSTEM. THE SOUTHERN PORTION OF THE OUTSIDE LANES CAN BE CONSTRUCTED IN THIS STAGE.

STAGE 2

OPEN A LANE OF TRAFFIC ON THE EXPRESS LANES IN ACCORDANCE WITH DATES SET FORTH IN THE SPECIAL PROVISIONS.

STAGE 3

THIS STAGE INVOLVES CONSTRUCTING THE PERMANENT TIE IN BETWEEN THE EXPRESS AND LOCAL LANES AT THE SOUTH LIMITS OF THE DAN RYAN LOCAL LANES AND COMPLETION OF THE GORE. THIS STAGE MUST OCCUR AFTER THE EXPRESS LANES HAVE BEEN COMPLETED. DURING THIS STAGE, THE NORTHBOUND ACCESS TO THE LOCAL LANES CAN ONLY BE ACHIEVED THROUGH THE COLLECTOR DISTRIBUTOR SYSTEM.

CHANGABLE MESSAGE SIGNS

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PLACEMENT AND MESSAGES FOR ALL PORTABLE CHANGABLE MESSAGE SIGNS. PROVIDED BELOW FOR INFORMATION ONLY ARE ANTICIPATED LOCATIONS AND DURATIONS AT EACH LOCATION FOR PORTABLE CHANGABLE MESSAGE SIGNS:

LOCATION	CMS BOARDS (EACH)	TOTAL DURATION (CAL MO)
WB CHICAGO SKYWAY (I-90) AT STONY ISLAND	1	4
WB DAN RYAN (I-94) AT 95TH STREET	1	9
WB DAN RYAN (I-94) AT 75TH STREET	1	9
WB DAN RYAN (I-94) AT 71ST STREET	1	9
WB DAN RYAN (I-94/90) AT 51ST STREET	1	9
WB DAN RYAN (I-94/90) AT 31ST STREET	1	9
NB STEVENSON (I-55) AT ASHLAND AVE.	1	4
SB STEVENSON (I-55) AT MICHIGAN AVE.	1	4
NB STAGE 2 CONSTRUCTION	1	4
TOTAL		59

MOT-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 31ST STREET TO 71ST STREET
 NB EXPRESS LANE RECONSTRUCTION
 MAINTENANCE OF TRAFFIC
 GENERAL NOTES
 SCALE: DRAWN BY: TAI
 DATE: 7/7/05 CHECKED BY: PJM

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