

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 62300.
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 CHANGEABLE 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 CHANGEABLE 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.

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 3400+33 AND THE NORTH PROJECT LIMITS. DURING THIS STAGE, 3 - 11' LANES ARE PLACED ON THE LOCAL LANES. THE EXPRESS LANES ARE CLOSED BETWEEN STATION 1391+00 AND 1644+21 WHILE ALL PAVEMENT, BARRIER WALL, AND SIGNING IS CONSTRUCTED IN THIS REGION. THE STAGE 1 WORK BETWEEN STATION 1376+00 AND 1391+00 WILL BE CONSTRUCTED IN 4 SUBSTAGES. AT THE COMPLETION OF STAGE 1, ALL CONTRACT WORK MUST BE COMPLETED.

STAGE 1A

STAGE 1A INVOLVES PLACING 3 TRAFFIC LANES ON THE INSIDE OF EXISTING PAVEMENT BETWEEN STATION 1367+00 AND 1386+00 WHILE THE OUTSIDE 2 LANES IN THIS SECTION ARE CONSTRUCTED.

STAGE 1B

STAGE 1B INVOLVES UTILIZING THE 2 INSIDE TRAFFIC LANES FROM STAGE 1A WHILE PLACING THE THIRD THROUGH TRAFFIC LANE ON THE COLLECTOR DISTRIBUTOR SYSTEM. DURING THIS STAGE THE CENTER LANE IS CONSTRUCTED BETWEEN APPROXIMATELY STATION 1367+00 AND 1375+00.

STAGE 1C

STAGE 1C INVOLVES PLACING TRAFFIC ON THE 2 OUTSIDE TRAFFIC LANES CONSTRUCTED IN STAGE 1A, AND PLACING THE THIRD THROUGH LANE ON THE 67TH STREET - 71ST STREET C-D SYSTEM DURING THIS STAGE, THE INSIDE LANES ARE CONSTRUCTED, AS WELL AS PORTIONS OF THE CENTER LANE AND THE GORE BETWEEN THE LOCAL AND EXPRESS LANES.

STAGE 1D

STAGE 1D INVOLVES PLACING 3 LANES OF TRAFFIC ON THE INSIDE OF THE EXPRESSWAY IN ORDER TO MEET THE STAGING OF CONTRACT 62592. DURING THIS STAGE, THE SOUTHERN PORTION OF THE OUTSIDE 2 LANES WILL BE CONSTRUCTED.

STAGE 2

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

CHANGEABLE MESSAGE SIGNS

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

LOCATION	CMS BOARDS (EACH)	TOTAL DURATION (CAL MO)
EB DAN RYAN (I-94/90) AT ROOSEVELT RD (12TH ST.)	1	4
NB STEVENSON (I-55) AT ASHLAND AVE.	1	4
SB STEVENSON (I-55) AT MICHIGAN AVE.	1	4
SB LAKE SHORE DRIVE AT CERMAK RD. (22ND ST.)	1	4
FRANKLIN CONNECTOR AT CERMAK RD. (22ND ST.)	1	4
EB DAN RYAN (I-94/90) AT 51ST STREET	2	13
EB DAN RYAN (I-94) AT 65TH STREET	1	9
EB DAN RYAN (I-94) AT 71ST STREET	2	13
TOTAL		55

MOT-01

REVISIONS	
NAME	DATE
ADDENDUM 1	8/12/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 31ST STREET TO 71ST STREET
 SB EXPRESS LANE RECONSTRUCTION
 MAINTENANCE OF TRAFFIC
 GENERAL NOTES

SCALE: DRAWN BY: TAI
 DATE: 7/7/05 CHECKED BY: PJM



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