

STAGING PLAN I-55 NORTHBOUND

PRE-STAGE CONSTRUCTION

1.a. Using Traffic Control and Protection Standards 701400 and 701406 (Day Only), remove the existing HMA surface of the driving lane (left side based on stationing) and replace with HMA binder course as shown on the typical sections in these plans. The Contractor is restricted to removing only as much HMA as can be replaced in the same day, since I-55 Northbound is to remain open to two lanes of traffic at night during Pre-Stage Construction.

1.b. Using Traffic Control and Protection Standards 701400 and 701406 (Day Only), remove the rumble strip from (1) the passing lane shoulder of I-55 Northbound, Sta. 606+77 to Sta. 664+00 and (2) the driving lane shoulder of I-55 Business Northbound, Sta. 80+30 to Sta. 90+45, by removing a 1-1/2" X 4' wide portion of the shoulder's existing HMA surface and replacing it with 1-1/2" of HMA shoulders, as shown on the typical sections in these plans.

2. While conducting the work described above in Items 1.a. and 1.b., use Traffic Control and Protection Standards 701400 and 701406 to direct traffic in the I-74 Westbound and I-55 Business Northbound lanes away from the work areas adjacent to I-55 Northbound. Open both roadways to two lanes of traffic at night.

STAGE I

Upon completion of Pre-Stage Construction:

1. Use Traffic Control and Protection Standards 701400 and 701406 during the placing of the temporary concrete barrier as shown in Standard 701402 and in these plans, thereby diverting traffic on I-55 Northbound to the passing lane (right side based on stationing).

2.a. On the north end of the project, use Traffic Control and Protection Standards 701400 and 701406 to direct I-74 Westbound traffic away from the work area adjacent to I-55 Northbound during daytime operations. Open I-74 Westbound to two lanes of traffic at night.

2.b. On the south end of the project, divert I-55 Northbound and I-55 Business traffic to the right two lanes (in the direction of travel) using Standards 701400 and 701401. Set up lane shifts, as shown in these plans, to direct the I-55 Business Northbound traffic away from the I-55 Northbound work area. Maintain this lane shift throughout the staging of the work on I-55 Northbound, keeping I-55 Business open to two lanes of traffic at all times.

3. Begin Stage I structure work, grade raise, paving operations and other work items in the I-55 Northbound driving lane (left side based on stationing), as detailed in these plans. When work on the structures affect traffic on I-74 Eastbound and I-55 Business Southbound, use Traffic Control and Protection (Special) Locations 1 & 2 to control traffic on these roadways. During the nighttime removal and placement of the girders on the structures over the I-74 Eastbound and I-55 Business Southbound lanes, these roads will be closed and traffic detoured as shown on the detail Traffic Control and Protection for Temporary Detour" in these plans.

STAGE II

Upon completion of Stage I:

1. Relocate Traffic Control and Protection Standards 701400 and 701402, redirecting traffic on I-55 Northbound to the driving lane (left side based on stationing), as detailed in these plans and according to the various standards shown.

2. On the north end, use Traffic Control and Protection Standards 701400 and 701401 to direct the I-74 Westbound traffic away from merging I-55 Northbound traffic.

3. Complete work on the structures, grade raise, paving operations and other work items for the I-55 Northbound passing lane (right side based on stationing), as detailed in these plans. When work on the structures affect traffic on I-74 Eastbound and I-55 Business Southbound, use Traffic Control and Protection (Special) Locations 1 & 2 to control traffic on these roadways. During the nighttime removal and placement of the girders on the structures over the I-74 Eastbound and I-55 Business Southbound lanes, these roads will be closed and traffic detoured as shown on the detail "Traffic Control and Protection for Temporary Detour" in these plans.

4. After all the overhead structure work is complete and all the concrete barriers along the existing pavement beneath the structures have been removed, undertake and complete the proposed HMA surface removal and the placement of the proposed polymerized HMA surface course (and related HMA shoulder work) on I-74 Eastbound under Structure No. 057-0250 and on I-55 Business Southbound under Structure No. 057-0249 (See Pavement and Shoulder Transition Details). This HMA work shall be done in accord with Traffic Control and Protection Standard 701421 on I-55 Business Southbound and Traffic Control and Protection Standard 701406 on I-74 Eastbound. The Contractor is required to complete the HMA surface removal and HMA surface and shoulder placement for each roadway in a single day.

STAGE III

Upon Completion of Stage II:

Remove traffic control items and complete all remaining work.

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGING PLANS F.A.I. 55 NORTHBOUND	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\pwsdot\keysrb\0101450\0570520-sht-staging.dgn		DRAWN -	REVISED -			55	(57-7HB-2 & 57-7HB-1)BR	MCLEAN	153	31	
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 70520					
	PLOT DATE = 8/18/2010	DATE -	REVISED -			SCALE: 1" = 20'		SHEET NO. OF SHEETS		ILLINOIS FED. AID PROJECT	