

SEQUENCE OF CONSTRUCTION - CONT.

STAGE 19 - SB:

REMOVE PAVEMENT ON THE I-57 PASSING LANE, MILL THIRD LANE AND SHOULDER FROM THE NORTH END OF PROJECT TO THE WEST MINSTER DRIVE BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE WEST MINSTER DRIVE BRIDGE TO THE B.N.R.R. BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE B.N.R.R. BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE B.N.R.R. BRIDGE TO CRAB ORCHARD CREEK. REMOVE PAVEMENT ON THE I-57 PASSING LANE, MILL THIRD LANE AND SHOULDER AT CRAB ORCHARD CREEK STRUCTURE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM CRAB ORCHARD CREEK TO APPROXIMATELY 3 MILES SOUTH OF NORTH END OF PROJECT. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER.

TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.

CLOSED TO TRAFFIC: OLD IL 13 ON RAMP

STAGE 20 - SB:

MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM END OF STAGE 18 TO APPROXIMATELY 1.9 MILES SOUTH. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER.

TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.

STAGE 21 - SB:

MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM END OF STAGE 19 TO APPROXIMATELY 1.9 MILES SOUTH. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER.

TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.

STAGE 22 - SB:

MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM END OF STAGE 20 TO THE GRANGE HALL ROAD BRIDGE. REMOVE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER AT THE GRANGE HALL ROAD BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 DRIVING LANE AND SHOULDER FROM THE GRANGE HALL ROAD BRIDGE TO THE IL 148 BRIDGE. PATCH AND MILL SB WEIGH STATION RAMPS. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 DRIVING LANE AND SHOULDER AND SB WEIGH STATION RAMPS.

TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 PASSING LANE.

CLOSED TO TRAFFIC: SB I-57 WEIGH STATION

STAGE 23 - SB:

MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM END OF STAGE 21 TO THE GRANGE HALL ROAD BRIDGE. REMOVE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER AT THE GRANGE HALL ROAD BRIDGE. MILL AND RUBBLIZE PAVEMENT ON THE I-57 PASSING LANE AND SHOULDER FROM THE GRANGE HALL ROAD BRIDGE TO THE IL 148 BRIDGE. PLACE HMA UP TO THE SURFACE COURSE ON THE I-57 PASSING LANE AND SHOULDER.

TRAFFIC: ALL I-57 TRAFFIC TO USE I-57 DRIVING LANE.

STAGE 24 - NB&SB:

PLACE FINAL SURFACE COURSE AND PAVEMENT MARKINGS THROUGHOUT PROJECT LIMITS.

TRAFFIC: TRAFFIC AS NECESSARY USING APPROPRIATE TRAFFIC CONTROL STANDARDS.

STAGE 25 - IL 148:

PATCH, MILL AND RESURFACE IL 148 RAMPS A, B, C AND D.

TRAFFIC: TRAFFIC AS NECESSARY USING APPROPRIATE TRAFFIC CONTROL STANDARDS.

DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER / EDGE OF PAVEMENT
FIG 55.2B FROM CHAPTER 55 (BDE MANUAL, 2010)

DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED	
≤ 3 FT ⁽¹⁾⁽²⁾	ALL	≤ 1 IN	NONE	
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)	
	< 45 MPH	3 IN < X ≤ 18 IN	PLACE CHANNELIZING DEVICES AT 50-FT SPACING	
	≥ 45 MPH	3 IN < X ≤ 12 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING	
	< 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILE OR < 48 HOURS ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING	
			PLACE CHANNELIZING DEVICES AT 100-FT SPACING	
		≥ 45 MPH	12 IN < X ≤ 18 IN FOR < 0.5 MILE OR < 48 HOURS	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
			12 IN < X ≤ 24 IN FOR > 0.5 MILE OR > 48 HOURS	CLOSURE USING TEMPORARY TRAFFIC BARRIER
	< 45 MPH	18 IN < X ≤ 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER	
	≥ 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILES OR < 48 HOURS ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER	
ALL	> 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER		
3 FT < X ≤ 8 FT ⁽³⁾	ALL	≤ 1 IN	NONE	
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)	
	< 45 MPH	3 IN < X ≤ 24 IN ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING	
	≥ 45 MPH	3 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING	
ALL	24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER		
> 8 FOOT TO THE WORK ZONE ⁽³⁾ CLEAR ZONE	< 45 MPH	12 IN < X ≤ 24 IN ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING	
	≥ 45 MPH	12 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING	
	ALL	> 24 IN ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER	

NOTES:

- (1) PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR SHOULDER PROFILE
- (2) CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER HIGHWAY STANDARD 701901.
- (3) PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE FULLY VISIBLE.
- (4) LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGEMENT INDICATES SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.
- (5) TEMPORARY TRAFFIC BARRIER MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 24 HOURS FOR MULTILANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGEMENT.

FILE NAME =	USER NAME = colemm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SEQUENCE OF CONSTRUCTION & DROP OFF PROTECTION				F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\dot\colemm\d0351283\shd-	stageconstruction.dgn	DRAWN -	REVISED -		57	.	WILLIAMSON	107	49				
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT				
	PLOT DATE = 8/22/2014	DATE -	REVISED -						CONTRACT NO. 78380				