

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE MAINTENANCE OF TRAFFIC OF THIS PROJECT WITH OTHER PROJECTS IN ADJACENT SECTIONS. SEE TRAFFIC CONTROL SPECIAL PROVISIONS FOR COORDINATION REQUIREMENTS.
2. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AS REQUIRED OR AS DIRECTED BY THE ENGINEER THROUGHOUT THE CONSTRUCTION ZONE FOR THE PERIOD OF THE CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TEMPORARY DRAINAGE WORK. IN ADDITION TO THE PROPOSED TEMPORARY DRAINAGE STRUCTURES SHOWN ON THE PLANS, THE EXISTING DRAINAGE SYSTEM MAY ALSO BE USED THROUGHOUT CONSTRUCTION STAGING.
3. ALL ADVANCE "ROAD WORK" SIGNS, W20-1 SERIES, AS SHOWN ON THE PLANS, REFERENCED IN THE STANDARDS OR DIRECTED BY THE ENGINEER, SHALL BE EQUIPPED WITH A TYPE B MONODIRECTIONAL FLASHING LIGHT AND AN 18"X18" ORANGE WARNING FLAG. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION.
4. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. COST TO BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
5. LOCATIONS OF TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
6. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED OR MASKED USING A REMOVABLE BLACK LINE TAPE.
7. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL MEET NCHRP 350 REQUIREMENTS. THE CONTRACTOR SHALL SUPPLY THE ENGINEER WITH PAPERWORK CERTIFYING THAT THIS REQUIREMENT IS MET PRIOR TO THE INSTALLATION OF ANY TRAFFIC CONTROL DEVICES.
8. ALL TRAFFIC CONTROL DEVICES (BARRELS/BARRICADES/PANELS) SHALL BE IN NEW OR LIKE NEW CONDITION. WHEN THE DEVICES BECOME WORN, DIRTY, FADED, OR OTHERWISE DEEMED NO LONGER IN LIKE NEW CONDITION BY THE ENGINEER, THE DEVICE WILL BE REFURBISHED, CLEANED, OR REPLACED.
9. ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN FOUR DAYS SHALL BE POST MOUNTED WHEN FEASIBLE AS DETERMINED BY THE ENGINEER.
10. ALL DRUMS, VERTICAL PANELS AND BARRICADES PLACED IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LAMPS.
11. ROUGH GROOVED SURFACE AND FRESH OIL SIGNS ARE REQUIRED WHERE APPLICABLE.
12. BARRIER DELINEATORS SHALL BE PLACED AT 100' C-C ON GUARDRAIL, PARAPETS AND ON MOVEABLE CONCRETE BARRIERS WHERE TRAFFIC WILL BE ADJACENT TO THESE BARRIERS BASED ON THE MAINTENANCE OF TRAFFIC STAGING. DEPENDING ON THE LOCATION OF ADJACENT TRAFFIC, THE BARRIER DELINEATORS WILL BE PAID AS THE FOLLOWING:
- MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
13. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO ATTEND A TRAFFIC CONTROL MEETING TO ASCERTAIN THE EXACT SCHEDULING OF THE TRAFFIC STAGES AND ANY INTERMEDIATE CHANGES NECESSARY. IF AN ALTERNATE TRAFFIC PATTERN IS REQUIRED WITHIN THIS CONTRACT, THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC DEVIANCE PLAN FOR APPROVAL BY THE RESIDENT ENGINEER AND THE DISTRICT. FOR ADDITIONAL INFORMATION REGARDING COORDINATION SEE STANDARD SPECIFICATION ARTICLE 701.04.
14. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY INCIDENTS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATIONS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT, OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES. FAILURE TO RESPOND WITHIN THE ABOVE LIMIT WILL RESULT IN A PENALTY OF \$2500 PER DAY PER OCCURRENCE, WHENEVER THE ENGINEER DETERMINES THAT THE CONTRACTOR OR HIS SUBCONTRACTOR HAS NOT COMPLIED.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING CONSTRUCTION ACCESS POINTS. THE PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE USE.
16. A 4:1 OR FLATTER EMBANKMENT FORESLOPE/BACKSLOPE TO THE CLEAR ZONE IS REQUIRED AT ALL LOCATIONS WHERE TEMPORARY LIGHTING OR OTHER OBSTACLES WILL BE PLACED DURING CONSTRUCTION. THE CONTRACTOR WILL PROVIDE PROTECTION AS APPROVED BY THE ENGINEER IF THESE REQUIREMENTS CANNOT BE MET.
17. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. THIS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.
18. TEMPORARY BARRIER WALL SHALL BE INSTALLED AS DELINEATED ON THE M.O.T. PLAN SHEETS AND TYPICAL SECTIONS PRIOR TO THE START OF SUBSEQUENT STAGE WORK.

19. ANY TEMPORARY CONCRETE BARRIER THAT IS ADJACENT TO A SLOPE STEEPER THAN 1:3 SHALL BE PINNED.
20. REMOVAL OF TEMPORARY CONCRETE BARRIER SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT COST PER FOOT FOR, TEMPORARY CONCRETE BARRIER.
21. USE END SHOE CONNECTIONS OR TEMPORARY TERMINAL END TREATMENTS TO JOIN TEMPORARY CONCRETE BARRIER TO EXISTING CONCRETE BARRIER OR RAILING, WHERE APPLICABLE AT LOCATIONS APPROVED BY THE ENGINEER. COST FOR THESE TEMPORARY CONNECTIONS TO BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION.
22. UNLESS OTHERWISE APPROVED BY THE ENGINEER, ALL TEMPORARY CONCRETE BARRIER SHALL BE PLACED DURING OFF-PEAK HOURS UNDER TEMPORARY LANE CLOSURES.
23. ALL TEMPORARY BARRIER FLARES SHALL TRANSITION AWAY FROM TRAFFIC AT THE APPROACH END AT 12:1 OR FLATTER. ALL EXPOSED TEMPORARY BARRIER WALL TERMINALS SHALL BE PROTECTED WITH TEMPORARY ATTENUATION DEVICES ON THE APPROACH END.
24. EXCAVATION, INCLUDING SHOULDER BASE COURSE, FOR CONSTRUCTION OF TEMPORARY PAVEMENT SHALL BE PAID AS EARTH EXCAVATION REGARDLESS OF SOIL TYPE OR SUITABILITY.
25. EMBANKMENT MATERIAL FOR TEMPORARY PAVEMENT WIDENING TO ACCOMMODATE A MAX. 2:1 SLOPE SHALL BE INCLUDED IN THE COST FOR EARTH EXCAVATION.
26. HMA SURFACE COURSE SHALL BE CONSTRUCTED AT THE CONCLUSION OF THE LAST STAGE OF CONSTRUCTION UTILIZING LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARDS. NO INSTALLATION OF SURFACE COURSE SHALL BE CONSTRUCTED PRIOR TO THE FINAL STAGE EXCEPT AS PROVIDED HEREIN OR WITHOUT WRITTEN AUTHORIZATION OF THE ENGINEER.
27. THE CONTRACTOR SHALL RELOCATE OR COVER ALL EXISTING, TEMPORARY, AND PROPOSED SIGNS THAT CONFLICT WITH THE CURRENT CONSTRUCTION STAGE. SIGNS THAT DO NOT CONFLICT WITH THE CURRENT CONSTRUCTION STAGE AND ARE NOT MARKED FOR RELOCATION SHALL REMAIN AS PREVIOUSLY CONFIGURED. THIS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT COST OF TRAFFIC CONTROL AND PROTECTION.
28. ALL SIGNS SHALL BE MOUNTED IN LOCATIONS AND ELEVATIONS THAT PROVIDE AN UNOBSTRUCTED VIEW TO THE ROADWAY USERS.
29. A SUGGESTED SEQUENCE OF DRAINAGE INSTALLATIONS AND REMOVALS IS DESCRIBED IN THE STAGING PLANS TO PROVIDE TEMPORARY DRAINAGE THROUGHOUT EACH STAGE OF CONSTRUCTION. THE SUGGESTED DRAINAGE AND REMOVAL SEQUENCE SHALL BE VERIFIED BY THE CONTRACTOR. FOR DETAILED INFORMATION REGARDING THE INSTALLATION OF THE PROPOSED DRAINAGE SYSTEM, THE DRAINAGE PLAN AND PROFILE SHEETS SHALL BE REFERENCED.
30. TEMPORARY IMPACT ATTENUATORS SHALL BE TEST LEVEL 3 FOR I-57 AND RAMPS AND TEST LEVEL 2 ON IL 13.
31. SEE SPECIAL PROVISIONS FOR LANE RENTALS AND CLOSURE DURATIONS, ALLOTMENTS, AND DETAILS.
32. AT LOCATIONS WHERE FULL DEPTH TEMPORARY PAVEMENT IS TO BE PLACED IN AN EXISTING GORE OR SHOULDER, THE REMAINING GORE OR SHOULDER SHALL BE LEFT INTACT FOLLOWING CONSTRUCTION OF TEMPORARY PAVEMENT.
33. CHANGEABLE MESSAGE SIGNS REQUIRED PER STANDARDS NOT TO BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.
34. TEMPORARY RAMPS SHALL BE 80:1 MINIMUM RATIO ON I-57 AND RAMPS 40:1 MINIMUM ON IL. 13.
35. WHEN PAVEMENT DROP-OFF IS TO REMAIN ADJACENT TO A LIVE TRAFFIC LANE, BARRICADES WITH PIPE EXTENSIONS SHALL BE USED TO ACHIEVE THE CORRECT ELEVATION.
36. ALL STAGE CONSTRUCTION LINES ON IL 13 SHALL MATCH PROPOSED JOINTING PLANS WHEN WITHIN THE PCC LIMITS.

MAINTENANCE OF TRAFFIC INDEX OF SHEETS

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DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER / EDGE OF PAVEMENT

FIGURE 55-2.B FROM CHAPTER 55 OF THE BDE MANUAL (2010 EDITION)

DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED
≤ 3' ⁽¹⁾⁽²⁾	ALL	≤ 1 INCH	NONE
		1 INCH < X ≤ 3 INCH	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 INCH < X ≤ 18 INCH	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		≥ 45 MPH	3 INCH < X ≤ 12 INCH
	< 45 MPH	18 INCH < X ≤ 24 INCH FOR < 0.5 MI. OR < 48 HR ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		≥ 45 MPH	12 INCH < X ≤ 18 INCH FOR < 0.5 MI. OR < 48 HR
	≥ 45 MPH	12 INCH < X ≤ 24 INCH FOR > 0.5 MI. OR > 48 HR	CLOSURE USING TEMPORARY TRAFFIC BARRIER
		< 45 MPH	18 INCH < X ≤ 24 INCH ⁽⁵⁾
	≥ 45 MPH	18 INCH < X ≤ 24 INCH FOR < 0.5 MI. OR < 48 HR ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER
		ALL	> 24 INCH ⁽⁵⁾
3' < X ≤ 8' ⁽³⁾	ALL	≤ 1 INCH	NONE
		1 INCH < X ≤ 3 INCH	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 INCH < X ≤ 24 INCH ⁽⁴⁾	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	3 INCH < X ≤ 24 INCH	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
> 8' TO THE WORK ZONE CLEAR ZONE ⁽³⁾	ALL	24 INCH ⁽⁵⁾	CLOSURE USING TEMPORARY TRAFFIC BARRIER
		< 45 MPH	12 INCH < X ≤ 24 INCH ⁽⁴⁾
	≥ 45 MPH	12 INCH < X ≤ 24 INCH	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	ALL	> 24 INCH ⁽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 JUDGMENT 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 MULTI LANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGMENT.