


STAGING AND TRAFFIC CONTROL GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING AND TRAFFIC CONTROL WORK WITH ADJOINING OR OVERLAPPING CONTRACTS. THE COST OF ANY ADDITIONAL TRAFFIC CONTROL AND/OR TEMPORARY CONSTRUCTION ITEMS REQUIRED FOR SUCH COORDINATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."
2. THE STAGING AND TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE STAGING AND TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
3. THE ENGINEER SHALL BE INFORMED 21 DAYS IN ADVANCE OF ANY CHANGE TO THE STAGING AND TRAFFIC CONTROL PLANS.
4. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS 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.
5. ALL TRAFFIC CONTROL DEVICES USED FOR TRAFFIC CONTROL AND PROTECTION, AS DETAILED ON THE PLANS, SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN TRAFFIC CONTROL AND PROTECTION SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
6. THE CONTRACTOR SHALL COVER OR REMOVE ALL CONFLICTING EXISTING SPEED LIMIT SIGNS, GUIDE SIGNS, OR ANY OTHER CONFLICTING SIGNS FOR THE DURATION OF THE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT THE METHOD IN WHICH THE SIGNS WILL BE COVERED TO THE ENGINEER FOR APPROVAL.
7. LOCATIONS OF CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
8. IN ADDITION TO THE PROPOSED DRAINAGE STRUCTURES SHOWN ON THE PLANS, THE EXISTING DRAINAGE SYSTEM SHALL BE UTILIZED THROUGHOUT THE MAINTENANCE OF TRAFFIC CONSTRUCTION STAGING.
9. PRIOR TO REMOVING TRAFFIC CONTROL AND OPENING CLOSED PAVEMENT AREAS TO TRAFFIC, THE CONTRACTOR SHALL SWEEP THE PAVEMENT SURFACE CLEAN. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)."
10. LOCATIONS OF WORK ZONE EXIT AND ENTRY OPENINGS SHALL BE COORDINATED WITH THE ENGINEER. WORK ZONE OPENINGS ARE PROHIBITED WITHIN 1500' OF THE EXTREME ENDS OF ENTRANCE AND EXIT RAMPS. THE OPENINGS SHALL CONSTRUCTED ACCORDING TO DISTRICT 1 STANDARD TC-18 AND SHALL UTILIZE A TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 IMPACT ATTENUATOR TO PROTECT THE BARRIER WALL OPENING. ALL COSTS ASSOCIATED WITH CONSTRUCTING, SIGNING, FLAGGING, MAINTAINING, PROTECTING, RELOCATING, AND REMOVING THE OPENINGS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
11. THE EXISTING TEMPORARY CONCRETE BARRIER WALL LOCATED WITHIN THE PROJECT LIMITS IS NOT COMPATIBLE WITH THE CURRENT "F" SHAPE TEMPORARY CONCRETE BARRIER (IDOT STANDARD 704001). THE TWO TYPES OF WALL CANNOT BE INTERMIXED. IF AFTER THE INSTALLATION OF WORK ZONE EXIT AND ENTRY OPENINGS THERE IS NOT ENOUGH EXISTING BARRIER FOR THE EASTBOUND SIDE OF STAGE I, OR IF ANY OF THE EXISTING BARRIER IS DAMAGED AND REQUIRES REPLACEMENT, IDOT SHALL BE CONTACTED AS EARLY AS POSSIBLE TO LOCATE SUITABLE BARRIER COMPATIBLE WITH THE EXISTING BARRIER. THE COST OF ANY ADDITIONAL CONCRETE BARRIER FURNISHED BY IDOT WILL BE PAID FOR AS TEMPORARY CONCRETE BARRIER (STATE OWNED).
12. AFTER THE EXISTING TEMPORARY CONCRETE BARRIER IS NO LONGER NEEDED, IT SHALL BE REMOVED FROM THE PROJECT AND DISPOSED OF OR RECYCLED BY THE CONTRACTOR. THIS WORK WILL BE PAID FOR AS REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED.
13. REMOVAL OF THE EXISTING CANTILEVER STRUCTURE AT STATION 1096+80 AND THE "LANE ENDS" OVERHEAD SIGN AT STATION 1139+05 SHALL BE COORDINATED WITH THE ENGINEER FOR THE ADJACENT CONTRACT TO THE EAST. THE SIGNS MUST BE REMOVED OR COVERED PRIOR TO BEGINNING STAGE II WORK ON THE EAST CONTRACT. WORK INVOLVING THE RELOCATION OF THE CANTILEVER STRUCTURE AND OVERHEAD SIGN SHALL BE PERFORMED UNDER IDOT STANDARD 701446.
14. ALL WORK INVOLVING THE RELOCATION OF OVERHEAD SIGN TRUSSES SHALL BE COORDINATED WITH IDOT & THE ILLINOIS STATE POLICE IN ORDER TO PERFORM A TEMPORARY NIGHTTIME SHUTDOWN OF ALL LANES. COORDINATION SHOULD BEGIN AT THE START OF THE CONTRACT TO ALLOW PROPER TIME FOR ADVANCED SCHEDULING OF THE SHUTDOWN.
15. A QUANTITY OF "REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A" HAS BEEN PROVIDED FOR TEMPORARY ACCESS TO LOCATIONS BEHIND GUARDRAIL. IF THE CONTRACTOR ELECTS TO ACCESS THOSE AREAS WITHOUT REMOVING THE GUARDRAIL, THE QUANTITY SHALL BE DEDUCTED AND NOT ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

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 <b>ENGINEERING CONSULTANT</b> USER NAME * coornwell DESIGNED - CRC DRAWN - JMK CHECKED - MRJ DATE - 10/27/2010 PLLOT SCALE = 1/8000' / IN. PLLOT DATE = 10/27/2010	REVISIONS REVISIONS REVISIONS REVISIONS		<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>F.A.I. 80 FROM US 30 TO NS RAILROAD STAGING AND TRAFFIC CONTROL - GENERAL NOTES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	80	99-5-Y			WILL	276	59			
				SCALE: 1" = 50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	
									ILLINOIS FED. AID PROJECT CONTRACT NO. 60147	