



- LEGEND**
- ① WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (YELLOW)
  - ② WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (WHITE)
  - ③ WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 5 INCH (WHITE)
  - ▣ TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

**I-290 MAINTENANCE OF TRAFFIC**  
**TYPICAL SECTION**  
**SHOULDER STAGING OPTION**  
 (OUTSIDE SHOULDER STAGING SHOWN)  
 (INSIDE SHOULDER STAGING SIMILAR - OPPOSITE HAND)

**POSSIBLE 10' MINIMUM SHOULDER LOCATIONS (TO BE FIELD VERIFIED)**

LOCATIONS:	EASTBOUND		WESTBOUND	
	INSIDE SHOULDER	OUTSIDE SHOULDER	INSIDE SHOULDER	OUTSIDE SHOULDER
872+00 to 903+00	x	x	x	x
903+00 to 916+00		x		x
916+00 to 1047+00	x	x	x	x
1047+00 to 1051+00	x		x	x
1051+00 to 1072+00	x	x	x	x

**CONTRACTOR OPTION FOR STAGING ON SHOULDERS**

AS AN ALTERNATIVE TO THE MAINTENANCE OF TRAFFIC SHOWN IN THE PLANS, THE CONTRACTOR HAS THE OPTION TO SHIFT TRAFFIC ONTO THE EXISTING SHOULDERS. ALL TRAFFIC LANES SHALL BE AT LEAST 11 FEET WIDE.

ALL PATCHING, DRAINAGE STRUCTURE FRAME AND GRATE REPAIRS AND/OR ADJUSTMENTS, OR TEMPORARY PAVEMENT REQUIRED IN PREPARATION TO SHIFT TRAFFIC WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS. ALL ADDITIONAL TRAFFIC CONTROL DEVICES, SIGNING (TEMPORARY AND EXISTING OVERHEAD) AND INCIDENTAL COSTS ASSOCIATED WITH IMPLEMENTING THE SHOULDER STAGING OPTION SHALL BE AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR WILL BE REQUIRED TO SUBMIT PLANS OF THE SHOULDER STAGING OPTION TO THE ENGINEER FOR APPROVAL AT LEAST 2 WEEKS PRIOR TO SHIFTING TRAFFIC INTO THE STAGED CONFIGURATION. THE PLANS SHALL INCLUDE LANE CONFIGURATIONS, WORK ZONES, TRAFFIC CONTROL DEVICES, SIGNING (TEMPORARY AND EXISTING OVERHEAD) AND TEMPORARY PAVEMENT MARKINGS.

THE CONTRACTOR SHALL PROVIDE AN ACCIDENT INVESTIGATION SITE (SEE DETAIL) OR SHIFT TRAFFIC OFF OF THE EXISTING SHOULDER TO PROVIDE VEHICLE REFUGE ON SHOULDERS FOR A MINIMUM LENGTH OF 600'. SHOULDERS MUST BE A MINIMUM OF 10' WIDE. A MINIMUM OF ONE ACCIDENT INVESTIGATION SITE OR SHOULDER REFUGE AREA SHALL BE IN PLACE AT ALL TIMES BOTH EASTBOUND AND WESTBOUND. PROPOSED LOCATIONS SHALL BE APPROVED BY THE ENGINEER AND MUST BE SUBMITTED 3 DAYS PRIOR TO RELOCATING THE ACCIDENT INVESTIGATION SITES. THE COST OF IMPLEMENTING AND RELOCATING ACCIDENT INVESTIGATION SITES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

THE CONTRACTOR SHALL NOT EXPOSE OPEN CUT PAVEMENT SUCH AS FULL AND PARTIAL DEPTH PATCHING ACROSS THE ENTIRE WORK ZONE AT ONE TIME. IF PATCHING OPERATIONS ARE PERFORMED, THE CONTRACTOR SHALL PROVIDE A CONTINUOUS 10-FOOT TRAVEL LANE FOR PASSAGE OF EMERGENCY VEHICLES IF NECESSARY. ALL PATCHES GREATER THAN 12 INCHES DEEP AND WITHIN 3 FEET OF THE TRAVEL LANE SHALL BE PAVED WITHIN 48 HOURS OR PROTECTED BY TEMPORARY CONCRETE BARRIER. ALL OTHER PATCHES SHALL BE PROTECTED BY TYPE II DRUMS AT 100' SPACING.