

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	18
M.O.T. GENERAL NOTES AND TYPICAL SECTIONS				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	M-8003544

PRE-STAGE I (NOT ILLUSTRATED)

- THE STORM SEWERS CROSSING LIVELY BOULEVARD HAVE BEEN SHOWN TO BE STAGE CONSTRUCTED. IF THE CONTRACTOR CHOOSES TO CONSTRUCT THE LATERALS ACROSS THE ENTIRE PAVEMENT IN ONE OPERATION THIS WORK SHALL BE PERFORMED PRIOR TO THE START OF THE SOUTHBOUND LIVELY DETOUR. DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701501 SHALL BE ALLOWED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM. TRENCHES SHALL NOT BE LEFT IN STONE OVERNIGHT. THE CONTRACTOR SHALL REPAIR AND MAINTAIN THE TRENCHES WITH CLASS D PATCHES, 10 INCH. HOWEVER THIS PATCHING WILL NOT BE PAID FOR.

STAGE 1A (EAST SIDE OF LIVELY BOULEVARD - NORTH OF PRATT BOULEVARD)

- IMPLEMENT DETOUR ROUTE FOR SOUTHBOUND TRAFFIC AS SHOWN ON SHEET NO. 16. INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY TRAFFIC FLOW (NORTHBOUND) ALONG THE WEST SIDE OF LIVELY BOULEVARD. A MINIMUM OF ONE 12' THRU LANE SHALL BE MAINTAINED THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AS SHOWN ON SHEET NO. 19 THROUGH 21. SHIFT TRAFFIC AS INDICATED.
- CLOSE EXISTING SIDEWALKS ON EAST SIDE OF LIVELY BOULEVARD IN ACCORDANCE WITH IDOT STANDARD 701801-03.
- REMOVE EXISTING PAVEMENT, CURB AND GUTTER, AND DRIVEWAYS.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES ALONG THE EAST SIDE OF LIVELY BOULEVARD.
- CONSTRUCT ALL CURB AND GUTTER, PAVEMENT (EXCEPT SURFACE COURSE), SIDEWALKS, AND ENTRANCES. PLACE TOPSOIL.

STAGE 1B (WEST SIDE OF LIVELY BOULEVARD - NORTH OF PRATT BOULEVARD)

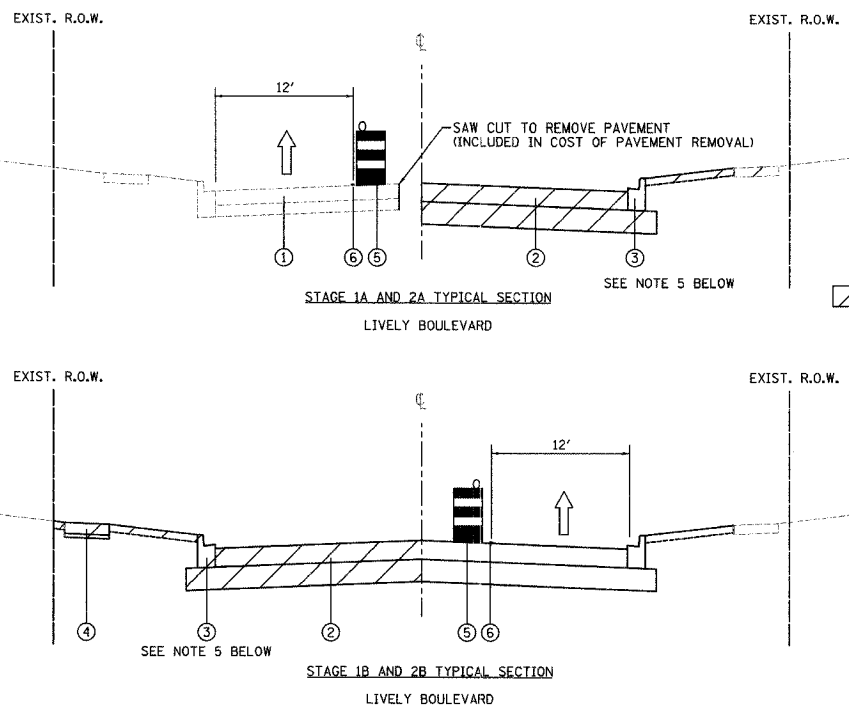
- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AS SHOWN ON SHEET NO. 22 THROUGH 24. SHIFT TRAFFIC AS INDICATED.
- CLOSE EXISTING SIDEWALKS ON WEST SIDE OF LIVELY BOULEVARD IN ACCORDANCE WITH IDOT STANDARD 701801-03.
- REMOVE EXISTING PAVEMENT, CURB AND GUTTER, AND DRIVEWAYS.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES ALONG THE WEST SIDE OF LIVELY BOULEVARD.
- CONSTRUCT ALL CURB AND GUTTER, PAVEMENT (EXCEPT SURFACE COURSE), SIDEWALKS, AND ENTRANCES.
- PLACE TOPSOIL, LANDSCAPING, AND SOD.
- PLACE TEMPORARY PAINT PAVEMENT MARKINGS MATCHING THE PERMANENT MARKINGS. (SEE SHEET NO. 39 THROUGH 41.)

STAGE 2A (EAST SIDE OF LIVELY BOULEVARD - SOUTH OF PRATT BOULEVARD)

- INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF DEVON AVENUE AND LIVELY BOULEVARD. (NOTE: THE EXISTING SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE TEMPORARY SIGNALS ARE ACTIVATED. SEE SHEET NO. 46 THROUGH 47 FOR SIGNAL DETAILS).
- REMOVE EXISTING SIGNAL POLES AND EQUIPMENT.
- IMPLEMENT DETOUR ROUTE FOR SOUTHBOUND TRAFFIC AS SHOWN ON SHEET NO. 17. INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY TRAFFIC FLOW (NORTHBOUND) ALONG THE WEST SIDE OF LIVELY BOULEVARD. A MINIMUM OF ONE 12' THRU LANE SHALL BE MAINTAINED THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AS SHOWN ON SHEET NO. 25 THROUGH 26. SHIFT TRAFFIC AS INDICATED.
- CLOSE EXISTING SIDEWALKS ON EAST SIDE OF LIVELY BOULEVARD IN ACCORDANCE WITH IDOT STANDARD 701801-03.
- REMOVE EXISTING PAVEMENT, CURB AND GUTTER, AND DRIVEWAYS.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES ALONG THE EAST SIDE OF LIVELY BOULEVARD.
- CONSTRUCT ALL CURB AND GUTTER, PAVEMENT (EXCEPT SURFACE COURSE), SIDEWALKS, AND DRIVEWAYS. PLACE TOPSOIL AND SOD.

STAGE 2B (WEST SIDE OF LIVELY BOULEVARD - SOUTH OF PRATT BOULEVARD)

- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AS SHOWN ON SHEET NO. 27 THROUGH 28. SHIFT TRAFFIC AS INDICATED.
- CLOSE EXISTING SIDEWALKS ON WEST SIDE OF LIVELY BOULEVARD IN ACCORDANCE WITH IDOT STANDARD 701801-03.
- REMOVE EXISTING PAVEMENT, CURB AND GUTTER, AND DRIVEWAYS.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES ALONG THE WEST SIDE OF LIVELY BOULEVARD.
- CONSTRUCT ALL CURB AND GUTTER, PAVEMENT (EXCEPT SURFACE COURSE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER), SIDEWALKS, AND ENTRANCES.
- REMOVE AND REPLACE MEDIAN NOSE ON DEVON AVENUE BY USING DAILY LANE CLOSURES.
- PLACE TOPSOIL, LANDSCAPING, AND SOD.
- PLACE SURFACE COURSE ALONG ENTIRE LENGTH OF PROJECT USING DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701501-03.
- END USE OF SOUTHBOUND DETOUR.
- INSTALL AND ACTIVATE PERMANENT TRAFFIC SIGNAL. (NOTE: THE TEMPORARY SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE PERMANENT SIGNALS ARE ACTIVATED.)



THE CONTRACTOR SHALL NOT REMOVE ROADWAY AND APPURTENANCES ALONG LIVELY BOULEVARD ALL AT ONE TIME. CONSTRUCTION SHALL BE STAGED SO THAT CONSTRUCTION NORTH OF PRATT BOULEVARD IS PERFORMED FIRST, CONSTRUCTION SOUTH OF PRATT BOULEVARD SHALL NOT BE INITIATED UNTIL ALL PROPOSED COMBINATION CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAYS, HOT-MIX ASPHALT BINDER COURSE, AND TOPSOIL PLACEMENT NORTH OF PRATT BOULEVARD HAS BEEN COMPLETED. CONTRACTOR MUST FINE GRADE (INCLUDING BACKFILLING BEHIND CURB AND GUTTER) ALL AREAS WITHIN ONE SUB-STAGE PRIOR TO BEGINNING THE NEXT STAGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING INTERSECTION CONSTRUCTION.

DRIVEWAY ACCESS NOTES

MAINTAINING ACCESS TO DRIVEWAYS ALONG LIVELY BOULEVARD AND THE CROSS STREETS IS OF THE UTMOST IMPORTANCE TO THE VILLAGE. THE CONTRACTOR SHALL FOLLOW THESE PROCEDURES TO ENSURE PROPER DRIVEWAY ACCESS:

- THE CONTRACTOR SHALL WORK WITH ADJACENT BUSINESS OWNERS TO DETERMINE DRIVEWAY RECONSTRUCTION SCHEDULING. ALL DRIVEWAY CLOSURES SHALL BE APPROVED BY THE ENGINEER.
- TEMPORARY DRIVES SHALL BE CONSTRUCTED USING 100% RECYCLED ASPHALT PAVEMENT. THE WIDTH OF THE DRIVE SHALL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL NOTE THAT THE TEMPORARY DRIVEWAY WIDTH MAY EXCEED THE WIDTH OF THE EXISTING DRIVEWAY IN ORDER TO ALLOW FOR SEMI-TRAILERS TO BACK INTO THE LOADING DOCKS.
THE COST OF PLACING, MAINTAINING AND REMOVING TEMPORARY DRIVES SHALL BE INCLUDED IN THE COST OF "AGGREGATE FOR TEMPORARY ACCESS - COMMERCIAL ENTRANCE".
IT MAY BE NECESSARY TO CONSTRUCT TEMPORARY PADS IN THE CONSTRUCTION ZONE FOR DRIVEWAYS ON THE OPPOSITE SIDE OF THE ROAD. THESE PADS MAY BE NECESSARY FOR SEMI-TRAILERS TO BACK INTO THE LOADING DOCKS. THE ENGINEER SHALL DIRECT THE CONTRACTOR AS TO THE LOCATIONS AND SIZES OF THESE PADS. THE COST OF PLACING THESE TEMPORARY PADS SHALL BE PAID FOR AS "AGGREGATE FOR TEMPORARY ACCESS - COMMERCIAL ENTRANCE".
- THE TEMPORARY DRIVEWAYS SHALL NOT BE REMOVED FOR THE PLACEMENT OF THE AGGREGATE BASE COURSE OR HOT-MIX ASPHALT BINDER COURSE UNTIL THE EVENING PRIOR TO THEIR PLACEMENT. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL NOT REMOVE THE TEMPORARY AGGREGATE UNTIL THE MORNING OF THE PAVING OPERATIONS. REPLACEMENT OF THE TEMPORARY AGGREGATE UPON COMPLETION OF THE PLACEMENT OF THE AGGREGATE BASE OR PAVING OPERATION SHALL BE INCLUDED IN THE COST OF "AGGREGATE FOR TEMPORARY ACCESS - COMMERCIAL ENTRANCE".
- THE CONTRACTOR SHALL, WHERE WIDTH ALLOWS, STAGE CONSTRUCT DRIVEWAYS, AS DIRECTED BY THE ENGINEER.
- SEE THE SPECIAL PROVISION "WORK RESTRICTION DEFICIENCY DEDUCTION" FOR REQUIREMENTS AND DAMAGES FOR NOT MAINTAINING DRIVEWAY ACCESS THROUGHOUT CONSTRUCTION.
- A 4" PVC DRAIN SHALL BE PLACED UNDER TEMPORARY DRIVES TO PROVIDE POSITIVE DRAINAGE WHEN THE ROADWAY IS EXCAVATED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "DRIVEWAY PAVEMENT REMOVAL".

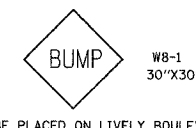
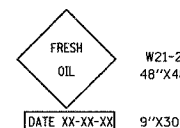
CROSS STREET RECONSTRUCTION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING INTERSECTION CONSTRUCTION.

- THE CROSS STREETS MAY BE CLOSED TO ONE-WAY TRAFFIC DURING THE WORK DAY FROM 9:00 A.M. TO 3:00 P.M. THE CLOSURE SHALL CONFORM TO IDOT STANDARD 701501. AT ALL OTHER TIMES, THE CROSS STREETS MUST REMAIN OPEN TO TWO-WAY TRAFFIC. A MINIMUM 12' LANE SHALL BE PROVIDED IN EACH DIRECTION. THREE FLAGGERS WILL BE REQUIRED FOR THE CLOSURES (ONE FOR NORTHBOUND LIVELY AND ONE FOR EACH DIRECTION OF TRAFFIC ON THE CROSS STREET). THE COST OF THE FLAGGERS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION".
- TRAFFIC ON AND ACCESS TO THE CROSS STREETS SHALL BE MAINTAINED THROUGH THE USE OF THE PAY ITEM "AGGREGATE FOR TEMPORARY ACCESS - ROAD". A QUANTITY OF 2 EACH HAS BEEN INCLUDED FOR EACH INTERSECTION (ONE FOR EACH STAGE THE INTERSECTION IS UNDER CONSTRUCTION). THE CONTRACTOR SHALL MAINTAIN THE TEMPORARY AGGREGATE SUCH THAT THE MAXIMUM ELEVATION DIFFERENCE BETWEEN THE TEMPORARY AGGREGATE AND THE EXISTING OR PROPOSED PAVEMENT IN THE EAST-WEST DIRECTION IS LESS THAN ONE INCH. THE WORK INCLUDED IN THIS PAY ITEM SHALL ALSO CONSIST OF PLACING ADDITIONAL TEMPORARY AGGREGATE AT THE CORNERS OF EACH INTERSECTION IN ORDER TO ENLARGE THE CORNER RADII TO ALLOW FOR TRUCK TURNING MOVEMENTS.

MAINTENANCE OF TRAFFIC GENERAL NOTES

- TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- ALL CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
- ALL SIGNS SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A JUL.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
- BARRICADES WILL BE REQUIRED ADJACENT TO PAVEMENT EDGES WHERE WIDENING, CURB AND GUTTER OR OVERLAYING WORK IS BEING DONE, AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE BARRICADES SHALL BE DRUMS, NON-METALLIC WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS. SPACING SHALL BE AS SHOWN ON THE CONSTRUCTION STAGING PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOPS OF THE BARRICADES ARE IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 702001.
- ALL DRUMS AT LANE DIVERSIONS WITHIN TAPER SECTIONS SHALL HAVE DIRECTION INDICATOR PANELS.
- DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 25' ALONG TAPERS AND 10' AROUND RADII.
- DRUMS SHALL HAVE ALTERNATING REFLECTORIZED TYPE AA OR TYPE AP FLUORESCENT ORANGE AND REFLECTORIZED WHITE HORIZONTAL, CIRCUMFERENTIAL STRIPES.
- DRUMS AND BARRICADES SHALL MEET THE REQUIREMENTS OF THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 AND THE SPECIAL PROVISION "WORK ZONE TRAFFIC CONTROL DEVICES".
- TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 702001-06 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
- THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST TWO WEEKS IN ADVANCE OF THE CHANGE.
- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER. ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED.
- THE FIRST WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
- EXISTING TRAFFIC CONTROL DEVICES ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGE CAUSED BY HIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- TEMPORARY LANE CLOSURES WILL BE ALLOWED ONLY BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M., WITH TRAFFIC MAINTAINED IN ACCORDANCE WITH STANDARD 701501-03 OR 701601-04 UNLESS OTHERWISE DIRECTED BY THE ENGINEER. FULL CLOSURE OF LIVELY BOULEVARD WILL NOT BE ALLOWED.
- "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGN MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
- "FRESH OIL" SIGNS (W21-2-4848) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING ALONG LIVELY BOULEVARD AND ALL CROSS STREETS. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
- THE CONTRACTOR SHALL ERECT TEMPORARY STREET NAME SIGNS ON METAL POSTS THROUGHOUT CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
- TEMPORARY PAVEMENT MARKING TAPE SHALL BE USED ON ALL SURFACES OUTSIDE OF THE RECONSTRUCTION LIMITS. THIS WORK SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III" OF THE SIZE SPECIFIED.
- ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION". QUANTITIES FOR SHORT-TERM PAVEMENT MARKINGS, TEMPORARY PAVEMENT MARKINGS, AND WORK ZONE PAVEMENT MARKING REMOVAL ARE NOT INCLUDED IN THE ITEM "TRAFFIC CONTROL AND PROTECTION" AND SHALL BE MEASURED SEPARATELY FOR PAYMENT.



ILLINOIS DEPARTMENT OF TRANSPORTATION
M.O.T. GENERAL NOTES
AND TYPICAL SECTIONS

DATE: 12/22/06
DESIGNED BY: DJK
CHECKED BY: JRV

NOT TO SCALE