

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL

THE FOLLOWING SEQUENCE OF TRAFFIC CONTROL IS SUGGESTED. VARIATIONS MAY BE MADE, WITH THE APPROVAL OF THE ENGINEER, IF THE PREVAILING SITE CONDITIONS AT THE TIME OF CONSTRUCTION ALLOW. CONTRACTOR SHALL MAINTAIN TRAFFIC FLOW ON EXIT RAMP B, D AND US ROUTE 30 AT ALL TIMES.

PROVIDE TRAFFIC CONTROL AS SHOWN ON THE SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL PLANS, COORDINATE INSTALLATION OF TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES WITH THE EXISTING TRAFFIC PATTERNS AT THE ENDS OF THE PROJECT.

STAGE 1

- USE THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN SHEETS FOR RAMP B, D AND U.S. ROUTE 30 - STAGE 1.
- USE TEMPORARY CONCRETE BARRIER AND/OR DRUMS, AS SHOWN IN THE PLANS, FOR TRAFFIC CONTROL BETWEEN THE WORK AREA AND TRAVEL LANES.
- INSTALL TEMPORARY TRAFFIC SIGNALS AND EQUIPMENT AT BOTH RAMP JUNCTIONS. DEACTIVATE AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT WHEN TEMPORARY IS ACTIVATED. SEE TRAFFIC SIGNAL PLANS.
- INSTALL TEMPORARY LIGHTING AND EQUIPMENT ALONG RAMP B AND D. REMOVE EXISTING LIGHT POLES WHEN TEMPORARY IS ACTIVATED. SEE LIGHTING PLANS.
- RAMP B: MAINTAIN ONE (1) EXIT LANE FROM I-55 AND NARROW TO 11 FT. BEGIN TWO (2) LANES NEAR STA 20+00, EACH AT 12 FT WIDE. RELOCATE EXISTING SIGNS WITHIN WORK ZONE. CONSTRUCT NEW LANE ALONG RIGHT SIDE OF RAMP B. REPLACE EXISTING PAVEMENT AT NEAR US-30 WITH PCC PRECAST SLABS. INSTALL PROPOSED TRAFFIC SIGNALS AND EQUIPMENT. SEE SIGNAL SHEETS FOR PROPOSED INSTALLATION PLANS. INSTALL NEW LIGHTING AT PROPOSED LOCATIONS AND REMOVE TEMPORARY LIGHTING.
- RAMP D: MAINTAIN ONE (1) EXIT LANE FROM I-55 AND WIDEN TO TWO (2) LANES AT STA 17+66, EACH AT 11 FT WIDE. RELOCATE EXISTING SIGNS WITHIN WORK ZONE. CONSTRUCT NEW LANE ALONG RIGHT SIDE OF RAMP D. REPLACE EXISTING PAVEMENT AT NOTED LOCATIONS WITH PCC PRECAST SLABS. INSTALL NEW LIGHTING AT PROPOSED LOCATIONS AND REMOVE TEMPORARY LIGHTING.
- U.S. ROUTE 30: CONSTRUCT WIDENED PAVEMENT AND PCC PRECAST SLAB ALONG NORTH SIDE OF U.S. ROUTE 30 DURING NIGHT TIME LANE CLOSURES.
- COMPLETE LANDSCAPING AND ASSOCIATED EROSION CONTROL PER CONTRACT PLANS.

STAGE 2

- USE THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN SHEETS FOR RAMP D AND U.S. ROUTE 30 - STAGE 2. USE NIGHT-TIME LANE CLOSURES FOR ALL PCC PRECAST PAVEMENT PATCHING WORK FOR RAMP B, RAMP D AND U.S. ROUTE 30.
- RAMP B: REPLACE EXISTING PAVEMENT AT NOTED LOCATIONS WITH PCC PRECAST SLABS.
- RAMP D: MAINTAIN ONE (1) EXIT LANE FROM I-55 AND SPLIT TO TWO (2) LANES AT STA 17+74, EACH AT 12 FT WIDE. AT STA 22+54, THE LEFT LANE NARROWS TO 11 FT WIDE AND THE RIGHT TURN LANE BECOMES 16 FT WIDE AND VEERS OFF TO ALLOW WORK ZONE FOR CONCRETE ISLAND CONSTRUCTION AND PCC PRECAST PAVEMENT PATCHING. INSTALL PROPOSED TRAFFIC SIGNALS AND EQUIPMENT. REMOVE TEMPORARY TRAFFIC SIGNALS AND EQUIPMENT.
- U.S. ROUTE 30: MAINTAIN TWO (2) LANES IN EACH DIRECTION. RESTORE 12' LANES ALONG WB US-30. KEEP EB US-30 AT 11' LANES MINIMUM WIDTH.

STAGE 2A

- RAMP D: THE LEFT TURN LANE SHALL SHIFT TO THE NEW LANE NEAREST TO THE NEW ISLAND. COMPLETE REMAINING PAVEMENT PCC PRECAST PATCHING ALONG LEFT LANE. THIS WORK TO BE DONE AFTER NEW ISLAND IS CONSTRUCTED. PCC PRECAST PAVEMENT PATCHING SHALL BE INSTALLED USING NIGHT-TIME LANE CLOSURES.

GENERAL NOTES

- THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE 11' THRU-LANE IN EACH DIRECTION FOR TWO-WAY TRAFFIC FLOW UNLESS OTHERWISE SPECIFIED. A MINIMUM BUFFER OF 5' SHALL BE MAINTAINED ON RAMP B AND D AT ALL TIMES BETWEEN TRAVEL LANES AND CONSTRUCTION UNLESS OTHERWISE NOTED IN THE PLANS.
- THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, IDOT STANDARD SPECIFICATIONS, PLAN SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.
- THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF CHANGES IN CONSTRUCTION STAGING.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AND THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- STAGED CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL CONFLICTING SIGNS, PAVEMENT MARKINGS, AND TRAFFIC CONTROL DEVICES HAVE BEEN REMOVED OR COVERED AND TEMPORARY TRAFFIC CONTROL MEASURES HAVE BEEN PLACED TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN, INCLUDING PRIOR TO LANE CLOSURES. THIS SHALL BE PAID AS PAVEMENT MARKING REMOVAL.
- ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR 1 PLACEMENT AND 1 REPLACEMENTS HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO 7 DAYS OF SERVICE OR REPLACEMENT AFTER THE INITIAL REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- DRUMS OR TYPE II BARRICADES AND VERTICAL PANELS SHALL BE EQUIPPED WITH MONODIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50' INTERVALS ALONG THE PROPOSED CONSTRUCTION WORK ZONE, AT 25' INTERVALS IN CURVES, AND AT 25' INTERVALS IN TAPER SECTIONS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. TYPE II BARRICADES THAT HAVE A MINIMUM REFLECTORIZED AREA OF 288 SQUARE INCHES AND ARE 2' IN WIDTH SHALL BE USED IN ALL STAGES OF CONSTRUCTION.
- THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), ILLINOIS SUPPLEMENT TO THE MUTCD, IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, IDOT STANDARD SPECIFICATIONS, CONTRACT SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE PLACED AS INDICATED IN THE PLANS. TEMPORARY CONCRETE BARRIER SHALL BE PLACED WHERE THERE IS A 2' OR GREATER DROP OFF AT THE EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER. FURNISHING, INSTALLING AND RELOCATION OF TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE IN ACCORDANCE WITH IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROVIDE ADVANCE NOTICE CONSTRUCTION SIGNING. SIGNS SHALL BE ERECTED ONE WEEK IN ADVANCE OF THE START OF CONSTRUCTION AND SHALL BE REMOVED OR COVERED WHEN PROTECTION IS NOT REQUIRED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING EXISTING AND/OR PROPOSED DRAINAGE AND ROADWAY LIGHTING DURING THE DURATION OF THE PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL BARRIERS, LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.
- ALL ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY.
- ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3" BY 6" DELINEATOR INSTALLED.
- IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, REMOVED, DAMAGED, OR OTHERWISE AFFECTED BY CONSTRUCTION.
- A 3.5 FOOT CLEAR DEFLECTION ZONE IS REQUIRED FROM THE BACK OF THE TEMPORARY CONCRETE BARRIER WALL TO ANY OBSTRUCTION OR DROP OFF IN THE WORK ZONE. IF THE 3.5 FOOT CLEAR ZONE CANNOT BE MAINTAINED, THE TEMPORARY CONCRETE BARRIER WALL SHALL BE ANCHORED TO THE PAVEMENT THRU THE 3 ANCHORING HOLES ON THE TRAFFIC SIDE OF THE BARRIER WALL. COST OF THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER WALL.
- TRAFFIC CONTROL AND PROTECTION WORK SHALL BE DONE AS AFOREMENTIONED AND IN ACCORDANCE WITH THE FOLLOWING IDOT TRAFFIC CONTROL STANDARDS AND AS DIRECTED BY THE ENGINEER. THESE STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY) AS A LUMP SUM PAY ITEM.

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT.

IDOT HIGHWAY STANDARDS:

635001-01	DELINEATORS
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
643001-01	SAND MODULE IMPACT ATTENUATORS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701101-03	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701427-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS <= 40 MPH
701701-08	URBAN LANE CLOSURE/ MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER

IDOT DISTRICT 1 DETAILS:

TC0B	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC17	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
TC22	ARTERIAL ROAD INFORMATION SIGN
TC27	MILE POST MARKERS - GORE SIGNS - MAJOR GUIDE SIGN LAYOUT - ARROWS



USER NAME : USER	DESIGNED - AS/OB	REVISED -
FILE NAME : D:\60113-shr-staging\dgn	DRAWN - AS/OB	REVISED -
PLOT SCALE : 1:8000' / in.	CHECKED - LY	REVISED -
PLOT DATE : 12/17/2013	DATE - 12/17/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION
GENERAL NOTES

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-N	WILL	163	33
			CONTRACT NO. 60W13	
ILLINOIS FED. AID PROJECT				