

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. BARRIER WALL WILL BE IN PLACE BEFORE TRAFFIC IS PLACED ADJACENT TO ANY ROADSIDE OBSTACLES.
2. THE BARRIER UNIT AT EACH END OF THE INSTALLATION SHALL BE ANCHORED TO THE PAVEMENT WITH SIX ANCHOR PINS TO PREVENT OVERTURNING AND LATERAL DEFLECTIONS GREATER THAN THOSE OBTAINED DURING THE NCHRP 350 TESTS. THE TERMINAL SECTION WILL NO LONGER BE ALLOWED. THE APPROACH END(S) OF THE TEMPORARY BARRIERS SHALL BE PROTECTED WITH A NCHRP 350 TEST LEVEL 3 APPROVED DEVICE. SINGLE BARREL ARRAYS ARE NOT APPROVED FOR USE. A MINIMUM OFFSET OF 2 FT. FROM THE TRAVEL LANE TO THE TEMPORARY CONCRETE BARRIER IS DESIRABLE. WHEN LATERAL DISPLACEMENT OF THE BARRIER CANNOT BE TOLERATED, IT SHALL BE NECESSARY TO ANCHOR THE BARRIER TO THE UNDERLYING SURFACE TO PREVENT LATERAL MOVEMENT. AT A LOCATION WHERE A HAZARD EXISTS WITHIN 3.5 FT. OF THE BACK OF THE TEMPORARY CONCRETE BARRIER, THE BARRIER SHALL BE ANCHORED TO THE PAVEMENT.
3. SEE STANDARDS FOR SIGNING NOT SHOWN ON THE MAINTENANCE OF TRAFFIC DRAWINGS.
4. THE CONTRACTOR SHALL SUPPLY 4 CHANGEABLE MESSAGE SIGNS FOR THE DURATION OF THE CONTRACT. THE SIGNS WILL BE FOR THE FOLLOWING:
 - A. SOUTHBOUND I-55
 - B. NORTHBOUND I-55
 - C. ARSENAL ROAD (2)
 LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. REMOVAL OF HIGH TENSION CABLE MEDIAN BARRIER SHALL NOT BEGIN UNTIL AFTER PLACEMENT OF TEMPORARY CONCRETE BARRIER (INSTALL ONLY) IN STAGE ONE OF THE MAINTENANCE OF TRAFFIC. REMOVAL SHALL BEGIN AT THE SOUTH END AND INSTALLATION OF THE NEW HIGH TENSION CABLE MEDIAN BARRIER TERMINAL MUST BE IN PLACE WITHIN 24 HOURS OF THE REMOVAL.
6. PRIOR TO THE CLOSURE OF THE WEST FRONTAGE ROAD FOR CONSTRUCTION OF THE RAMP D PAVEMENT NOTIFICATION WILL BE COORDINATED WITH LOCAL BUSINESSES AND VILLAGE & COUNTY AGENCIES. A MINIMUM OF 14 DAYS NOTICE SHALL BE PROVIDED.
7. EXISTING PAVEMENT MARKING REMOVAL ON THE CONCRETE SURFACE AT THE SOUTH LIMITS SHALL NOT DAMAGE THE FINAL WEARING SURFACE. THIS REMOVAL SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL (SQ FT).

RECOMMENDED STAGING SEQUENCE

TRAFFIC	LOCATION OF TRAFFIC DURING DAYTIME OR PEAK HOURS	LOCATION OF TRAFFIC DURING CONSTRUCTION (NIGHT TIME OR OFF-PEAK HOURS)	APPLICABLE STANDARD DURING CONSTRUCTION
PRE-STAGE: I-55 NB & SB	EXISTING LANES	MEDIAN LANE	STANDARD 701400 - APPROACH TO LANE CLOSURE STANDARD 701401 - LANE CLOSURE, FREEWAY/EXPRESSWAY STANDARD 701411 - LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
STAGE 1: I-55 NB & SB	OUTSIDE SHOULDER AND RIGHT LANE	OUTSIDE SHOULDER AND RIGHT LANE	STANDARD 701400 - APPROACH TO LANE CLOSURE DISTRICT 1 STANDARD TC-9 - SINGLE & MULTILANE WEAVE DISTRICT 1 STANDARD TC-17 - TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
WEST FRONTAGE ROAD	EXISTING LANES	SINGLE TRAFFIC LANE	STANDARD 701206-02 LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS >45 MPH DISTRICT 1 STANDARD TC-10 - TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS.
STAGE 2: I-55 NB & SB	SEE MT-11 TO MT-14	SEE MT-11 TO MT-14	SEE MT-11 TO MT-14

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FILE NAME = D160F71-SHT-STAGING01.dgn	USER NAME = TK1uege1	DESIGNED - TRK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - TRK	REVISED -			55	99-2HB-2-R	WILL	171	42	
		CHECKED - DLT	REVISED -			CONTRACT NO. 60F71					
		DATE - 03/20/09	REVISED -			SCALE: NONE	SHEET NO. 1 OF X SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

FINAL