

**MAINTENANCE OF TRAFFIC - I-55 GENERAL NOTES:**

- A WORK ZONE SPEED LIMIT OF 45 M.P.H SHALL BE MAINTAINED DURING ALL STAGES OF CONSTRUCTION.
- SEE SPECIAL PROVISIONS TITLED TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- THE CONTRACTOR SHALL REMOVE AND SAFELY STORE (FREE FROM THEFT OR DAMAGE) OR COVER ALL CONFLICTING EXISTING SIGNS FOR THE DURATION OF THE CONSTRUCTION. ALL SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE END OF CONSTRUCTION.
- THE FOLLOWING APPLY TO CONSTRUCTION SIGNS:
  - THE CONTRACTOR SHALL FURNISH ALL SIGNS.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND REPLACE ANY SIGNS THAT ARE SUPPLIED BY OTHERS AND DAMAGED BY THE CONTRACTOR'S WORK FORCE OR SUBCONTRACTORS DURING RELOCATION OR CONSTRUCTION OPERATIONS.
  - ALL SIGNS AND ASSEMBLIES SHALL BE CERTIFIED BY THE CONTRACTOR AS MEETING THE APPLICABLE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3.
  - ALL SIGNS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) PAY ITEM X7011015, EXCEPT FOR TEMPORARY INFORMATIONAL SIGNING AS NOTED ON THE PLANS.
- OPENINGS THROUGH THE BARRIER FOR CONTRACTOR'S ACCESS TO THE WORK ZONE SHALL BE PROVIDED AS APPROVED BY THE ENGINEER.
- THE EXISTING TEMPORARY CONCRETE BARRIER WALL LOCATED ALONG THE INSIDE SHOULDERS OF I-55 AND WITHIN THE LIMITS OF THE COUNTERFLOW LANE CROSSOVERS SHALL NOT BE USED AS A PART OF THE TEMPORARY CONCRETE BARRIER WALL REQUIRED FOR THIS PROJECT. THE EXISTING TEMPORARY BARRIER SHALL BE RELOCATED TO PROVIDE THE GAPS NECESSARY FOR THE COUNTERFLOW LANE CROSSOVERS. THE RELOCATED TEMPORARY BARRIER WALL SHALL BE PLACED IN THE MEDIAN BEHIND THE EXISTING TEMPORARY BARRIER THAT REMAINS WITHOUT BLOCKING EXISTING DITCHES OR DRAINAGE STRUCTURES. PORTIONS OF THE EXISTING TEMPORARY BARRIER WALL WILL REQUIRE INTERIM MOVEMENT/RELOCATIONS SO THAT NO UNPROTECTED GAPS ARE ALLOWED AS THE COUNTERFLOW CROSSOVER IS REDIRECTED FROM STAGE TO STAGE. AT THE END OF CONSTRUCTION, THE EXISTING TEMPORARY CONCRETE BARRIER WALL SHALL BE REMOVED AND REPLACED WITH "F" SHAPED TEMPORARY BARRIER WALL PER CURRENT STANDARDS. THE RELOCATION OF THE EXISTING TEMPORARY BARRIER SHALL BE PAID FOR AS "RELOCATE TEMPORARY CONCRETE BARRIER, STATE OWNED". THE REMOVAL AND DISPOSAL OF THE EXISTING TEMPORARY BARRIER SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF TEMPORARY CONCRETE BARRIER, STATE OWNED". THE REPLACEMENT TEMPORARY CONCRETE BARRIER SHALL BE PAID FOR AS "TEMPORARY CONCRETE BARRIER (STATE OWNED)".
- ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES MUST HAVE THE REFLECTIVE LENSES REMOVED AS DIRECTED BY THE RESIDENT ENGINEER.
- A 'BOXED' NOTE INDICATES AN ITEM OF WORK THAT IS NOT PAID FOR SEPARATELY, BUT IS PAID FOR AS PART OF ANOTHER ITEM LISTED IN THE SUMMARY OF QUANTITIES.
- ALL TEMPORARY PAVEMENT MARKINGS ALONG I-55 DURING STAGED CONSTRUCTION SHALL BE WET REFLECTIVE TAPE, TYPE III OF THE WIDTH AND COLOR SPECIFIED ON THE PLAN SHEETS.
- THE QUANTITY FOR TEMPORARY PAVEMENT MARKING - LINE 6" IS ASSUMED TO BE EQUAL TO THE LENGTH OF THE TEMPORARY CONCRETE BARRIER ALONG I-55. IT IS UTILIZED WHEN THE BARRIER IS LOCATED WITHIN 1 FT (OR LESS) FROM THE EDGE OF TRAVELED WAY.
- MONO-DIRECTIONAL PRISMATIC BARRIER REFLECTORS WILL BE PLACED AT 25' CENTERS ON TOP AND SIDE OF TEMPORARY CONCRETE BARRIER FACING TRAFFIC (SEE M.O.T. - I-55 TYPICAL SECTIONS).
- DOUBLE ARROW BOARDS MAY BE PLACED IN THE DIVERGING COUNTERFLOW LANE GORE AS DIRECTED BY THE ENGINEER. THE ARROW BOARDS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
- A CHANGEABLE MESSAGE SIGN SHALL BE LOCATED ON I-55 SOUTHBOUND AND I-55 NORTHBOUND.

**MAINTENANCE OF TRAFFIC - I-55 GENERAL NOTES CONTINUED:**

- PRIOR TO UTILIZING EXISTING HMA SHOULDER FOR TEMPORARY CROSSOVERS, THE CONTRACTOR SHALL REMOVE EXISTING SHOULDER RUMBLE STRIPS AND INSPECT ALL EXISTING SHOULDERS ALONG I-55 WITHIN THE PROPOSED WORK AREA AND PROVIDE FULL DEPTH REPAIR TO ALL DAMAGED OR DEFICIENT EXISTING HMA SHOULDERS WITH NEW POLYMERIZED HMA SURFACE COURSE, MIX "F", N90. A QUANTITY OF 19443 SQ YD HAS BEEN PROVIDED FOR HMA SURFACE REMOVAL, 1 1/4" AND 1899 TONS FOR THE NEW SURFACE COURSE.
- THE EXISTING IMPACT ATTENUATORS ON I-55 AT RAMPS 1 AND 4 SHALL BE REMOVED AND STORED FREE FROM THEFT OR DAMAGE WHEN IN CONFLICT AND RELOCATED PRIOR TO RE-OPENING EACH RAMP. THIS WORK SHALL BE PAID FOR AS "IMPACT ATTENUATOR REMOVAL" AND "IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3."
- TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE LOCATED BETWEEN ALL MULTILANE REVERSE CURVES.

**CONSTRUCTION STAGING NOTES NOTES: I-55 PRE-STAGE 1:**

- I-55 PRE-STAGE 1 CORRESPONDS WITH CENTRAL AVE. STAGE 1 CONSTRUCTION.
- I-55 PRE-STAGE 1 WILL INCLUDE THE FOLLOWING CONSTRUCTION OPERATIONS:
  - CONSTRUCTION OF TEMPORARY PAVEMENT (INTERSTATE) FOR THE COUNTERFLOW CROSSOVERS WITHIN THE MEDIAN BETWEEN NB AND SB I-55 AS DEPICTED IN THE PLANS. THE CONTRACTOR SHALL MAINTAIN MEDIAN DRAINAGE AS DIRECTED BY THE ENGINEER.
  - REHABILITATION OF THE EXISTING INSIDE AND OUTSIDE SHOULDERS FOR FUTURE M.O.T. LANE SHIFTS.
  - DEMOLITION OF EAST SIDE OF EXISTING CENTRAL AVE. BRIDGE DECK.
  - CONSTRUCTION OF EAST SIDE CENTER BRIDGE PIER EXTENSION.
- NB I-55 TRAFFIC AND SB I-55 TRAFFIC SHALL REMAIN IN THEIR EXISTING 3-12' LANE CONFIGURATION. TEMPORARY PAVEMENT (INTERSTATE) FOR THE COUNTERFLOW LANE CROSSOVERS SHALL BE CONSTRUCTED USING TEMPORARY SHOULDER CLOSURES ONLY. SHOULDER REHABILITATION OPERATIONS SHALL BE PERFORMED DURING OFF PEAK HOURS AS DETAILED IN THE SPECIAL PROVISIONS USING ONLY TEMPORARY LANE CLOSURES. CENTER PIER EXTENSION SHALL BE CONSTRUCTED USING TEMPORARY SHOULDER CLOSURES ONLY.
- RAMPS 3 AND 4 SHALL BE CLOSED ALONG I-55 ACCORDING TO I.D.O.T. DISTRICT 1 STANDARD TC-08.

**I-55 STAGE 1:**

- I-55 STAGE 1 CORRESPONDS WITH CENTRAL AVE. STAGE 1 CONSTRUCTION.
- I-55 STAGE 1 WILL INCLUDE THE FOLLOWING CONSTRUCTION OPERATIONS:
  - CONSTRUCTION OF RAMP 3 M.S.E. WALLS ALONG I-55.
  - BEGINNING CONSTRUCTION OF THE RAMP 3 ENTRANCE TERMINAL.
  - RAMP 3 BRIDGE FLARE BEAM BLOCKING OPERATIONS.
  - CONSTRUCTION OF NEW OUTSIDE SHOULDER ALONG I-55 IN THE AREA OF THE NEWLY CONSTRUCTED M.S.E. WALLS.
  - BEGINNING CONSTRUCTION OF THE RAMP 4 EXIT TERMINAL.
- NB I-55 TRAFFIC SHALL BE NARROWED, SPLIT AND WEAVED INTO 1-11' COUNTERFLOW LANE TRAVELING ALONG THE INSIDE SHOULDER OF SB I-55 AND 2-11' LANES TRAVELING ALONG THE INSIDE SHOULDER AND EXISTING LANE 1 OF NB I-55.
- SB I-55 TRAFFIC SHALL BE NARROWED AND WEAVED INTO 3-11' LANES TRAVELING ALONG THE OUTSIDE SHOULDER, EXISTING LANE 3, EXISTING LANE 2, AND PART OF EXISTING LANE 1.

**I-55 STAGE 1A:**

- I-55 STAGE 1A CORRESPONDS WITH CENTRAL AVE. STAGE 1 CONSTRUCTION.
- I-55 STAGE 1A WILL INCLUDE THE FOLLOWING CONSTRUCTION OPERATIONS:
  - CONTINUING CONSTRUCTION OF THE RAMP 3 ENTRANCE TERMINAL.
  - COMPLETION OF RAMP 3 BRIDGE FLARE BEAM BLOCKING OPERATIONS.
  - CONTINUING CONSTRUCTION OF THE RAMP 4 EXIT TERMINAL.
- NB I-55 TRAFFIC SHALL BE NARROWED, SPLIT AND WEAVED INTO 1-11' COUNTERFLOW LANE TRAVELING ALONG THE INSIDE SHOULDER OF SB I-55 AND 2-11' LANES TRAVELING ALONG THE OUTSIDE SHOULDER AND EXISTING LANE 3 OF NB I-55.
- SB I-55 TRAFFIC SHALL REMAIN IN THE SAME CONFIGURATION AS STAGE 1.

**CONSTRUCTION STAGING NOTES NOTES (CONT.): I-55 WINTER STAGE:**

- NARROW LANES, LANE CLOSURES, AND PERMANENT SHOULDER CLOSURES WILL NOT BE ALLOWED ON I-55 BETWEEN DECEMBER 1, 2011 AND APRIL 1, 2012.
- I-55 STAGE 2:

  - I-55 STAGE 2 CORRESPONDS WITH CENTRAL AVE. STAGE 1 CONSTRUCTION.
  - I-55 STAGE 2 WILL INCLUDE THE FOLLOWING CONSTRUCTION OPERATIONS:
    - CONSTRUCTION OF RAMP 4 M.S.E. WALLS ALONG I-55.
    - CONTINUING CONSTRUCTION OF THE RAMP 4 EXIT TERMINAL.
    - RAMP 4 BRIDGE FLARE BEAM BLOCKING OPERATIONS.
    - CONSTRUCTION OF NEW OUTSIDE SHOULDER ALONG I-55 IN THE AREA OF THE NEWLY CONSTRUCTED M.S.E. WALLS.
    - CONTINUING CONSTRUCTION OF THE RAMP 3 ENTRANCE TERMINAL.
  - NB I-55 TRAFFIC SHALL BE NARROWED AND WEAVED INTO 3-11' LANES TRAVELING ALONG THE OUTSIDE SHOULDER, EXISTING LANE 3, EXISTING LANE 2, AND PART OF EXISTING LANE 1.
  - SB I-55 TRAFFIC SHALL BE NARROWED, SPLIT AND WEAVED INTO 1-11' COUNTERFLOW LANE TRAVELING ALONG THE INSIDE SHOULDER OF NB I-55 AND 2-11' LANES TRAVELING ALONG THE INSIDE SHOULDER AND EXISTING LANE 1 OF SB I-55.

**I-55 STAGE 2A:**

- I-55 STAGE 2A CORRESPONDS WITH CENTRAL AVE. STAGE 1 CONSTRUCTION.
- I-55 STAGE 2A WILL INCLUDE THE FOLLOWING CONSTRUCTION OPERATIONS:
  - COMPLETION OF THE RAMP 3 ENTRANCE TERMINAL.
  - COMPLETION OF RAMP 4 BRIDGE FLARE BEAM BLOCKING OPERATIONS.
  - COMPLETION OF THE RAMP 4 EXIT TERMINAL.
- NB I-55 TRAFFIC SHALL REMAIN IN THE SAME CONFIGURATION AS STAGE 2.
- SB I-55 TRAFFIC SHALL BE NARROWED, SPLIT AND WEAVED INTO 1-11' COUNTERFLOW LANE TRAVELING ALONG THE INSIDE SHOULDER OF NB I-55 AND 2-11' LANES TRAVELING ALONG THE OUTSIDE SHOULDER AND EXISTING LANE 3 OF SB I-55.

**I-55 PRE-STAGE 3:**

- I-55 PRE-STAGE 3 CORRESPONDS WITH CENTRAL AVE. STAGE 2 CONSTRUCTION.
- I-55 PRE-STAGE 3 WILL INCLUDE THE FOLLOWING CONSTRUCTION OPERATIONS:
  - DEMOLITION OF WEST SIDE OF EXISTING CENTRAL AVE. BRIDGE DECK.
  - CONSTRUCTION OF WEST SIDE CENTER BRIDGE PIER EXTENSION.
- NB I-55 TRAFFIC AND SB I-55 TRAFFIC SHALL REMAIN IN THE SAME CONFIGURATION AS STAGE 2A.
- RAMPS 1 AND 2 SHALL BE CLOSED ALONG I-55 ACCORDING TO I.D.O.T. DISTRICT 1 STANDARD TC-08 WITH TEMPORARY CONCRETE BARRIER WALL RELOCATED FROM RAMPS 3 AND 4. ADDITIONAL QUANTITY OF REFLECTIVE TEMPORARY TAPE TYPE III, 4" HAS BEEN PROVIDED.
- RAMPS 3 AND 4 SHALL BE OPENED ACCORDING TO I.D.O.T. STANDARD 701411 AND SHALL MATCH INTO STAGE 2A M.O.T. STRIPING. ADDITIONAL QUANTITIES OF WET REFLECTIVE TEMPORARY TAPE TYPE III, 4", 8" AND 12" HAVE BEEN PROVIDED.

**I-55 STAGE 3:**

- I-55 STAGE 3 CORRESPONDS WITH CENTRAL AVE. STAGE 2 CONSTRUCTION.
- I-55 STAGE 3 WILL INCLUDE THE FOLLOWING CONSTRUCTION OPERATIONS:
  - CONSTRUCTION RAMP 1 M.S.E. WALLS ALONG I-55.
  - BEGINNING CONSTRUCTION OF THE RAMP 1 EXIT TERMINAL.
  - RAMP 1 BRIDGE FLARE BEAM BLOCKING OPERATIONS.
  - CONSTRUCTION OF NEW OUTSIDE SHOULDER ALONG I-55 IN THE AREA OF THE NEWLY CONSTRUCTED M.S.E. WALLS.
  - BEGINNING CONSTRUCTION OF THE RAMP 2 EXIT TERMINAL.
- NB I-55 TRAFFIC SHALL BE NARROWED, WEAVED, AND SPLIT INTO 1-11' COUNTERFLOW LANE TRAVELING ALONG THE INSIDE SHOULDER OF SB I-55 AND 2-11' LANES TRAVELING ALONG THE INSIDE SHOULDER AND EXISTING LANE 1 OF NB I-55.
- SB I-55 TRAFFIC SHALL BE NARROWED AND WEAVED INTO 3-11' LANES TRAVELING ALONG THE OUTSIDE SHOULDER, EXISTING LANE 3, EXISTING LANE 2, AND PART OF EXISTING LANE 1.

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CENTRAL AVENUE OVER I-55		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - JDF	REVISED -		I-55	0711.2R & 1011.1BR	COOK	741	68		
	PLOT DATE = 4/28/2011	CHECKED - JPM	REVISED -		CONTRACT NO. 60999						
		DATE - 03/25/2011	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		

A:\01345\road\55mot\lnote\_sgn1.dgn 4/28/2011 12:30:03 PM