

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL:

MAINTENANCE OF TRAFFIC

- MAINTAIN TRAFFIC ON EXISTING ROUTES WITHIN THE PROJECT LIMITS. A MINIMUM OF TWO LANES WILL BE MAINTAINED AT ALL TIMES.

ADVANCE WORK TO STAGE 1 (NOT SHOWN)

- INSTALL PIPE P1-07 UTILIZING IDOT STANDARD 701406 (LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY).

STAGE 1










MAINTENANCE OF TRAFFIC IN PHASE 1

- MAINTAIN TRAFFIC ON EXISTING ROUTES WITHIN THE PROJECT LIMITS. A MINIMUM OF TWO LANES WILL BE MAINTAINED AT ALL TIMES.
- CLOSE THE RIGHT LANE OF SOUTHBOUND I-55 WHILE MAINTAINING TRAFFIC ON THE TWO INSIDE LANES STARTING AT STA 71+86.00 (BASELINE SB I-55).
- CLOSE THE RIGHT SHOULDER ON EXIT RAMP TO ST. CLAIR AVENUE FROM SOUTHBOUND I-55 DURING THE CONSTRUCTION OF PIER 2, SN 082-0325.
- CLOSE THE RIGHT SHOULDER OF NORTHBOUND I-55 BEGIN AT STA 63+37.00 (BASELINE NB I-55) DURING THE CONSTRUCTION OF PIER 1, SN 082-0325. SHIFT ALL THREE LANES OF TRAFFIC APPROXIMATELY 3' TOWARDS THE INSIDE SHOULDER.
- WHEN WORKING WITHIN THE EXISTING CSX AND KCS RAILROAD ROW, THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH THE PROTECTION OF RAILROAD TRAFFIC AND PROPERTY, THE KANSAS CITY SOUTHERN RAILWAY COMPANY REQUIREMENTS, AND CSXT SPECIAL PROVISIONS AND INSURANCE REQUIREMENTS AS SPECIFIED THE SPECIAL PROVISION.

WORK TO BE COMPLETED IN PHASE 1

- CONSTRUCT THE RIGHT SHOULDER AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.24 (MODIFIED) ALONG SB I-55 BETWEEN STA 78+25.00 TO STA 85+50.00 (BASELINE SB I-55).
- CONSTRUCT CONCRETE GUTTER, TYPE A FROM STA 90+29.02 TO STA 92+29.88 (BASELINE SB I-55).
- CONSTRUCT CSX ACCESS ROAD.
- CONSTRUCT DETENTION BASIN NORTHWEST OF BOWMAN YARD.
- RELOCATE 27" STORM SEWER. EXISTING 27" SEWER MUST REMAIN IN SERVICE UNTIL NEW SEWER IS COMPLETED. CONTRACTOR SHALL NOT BEGIN THE CONSTRUCTION OF PIER 5 UNTIL 27" STORM SEWERS HAVE BEEN RELOCATED.
- RELOCATE COMBINED SEWER.
- REMOVE THE NORTH ABUTMENT OF THE EXISTING WATERMAIN BRIDGE.

LEGEND:

-  WORK ZONE
-  DIRECTION OF TRAFFIC
-  DIRECTIONAL INDICATOR BARRICADES
-  EXISTING PAVEMENT MARKING
-  FLASHING LIGHT, SIGN MOUNTED
-  ARROW BOARD
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE)
-  PORTABLE CHANGEABLE MESSAGE SIGN

- CONSTRUCT RAMP 55S70W EMBANKMENT, RETAINING WALLS SN 082-W302 & W306, ROADWAY PAVEMENT, AND SN 082-0323 BRIDGE PIERS AND ABUTMENT. CONTRACTOR SHALL NOT BEGIN CONSTRUCTION OF RAMP 55S70W AND RETAINING WALLS UNTIL ITS CABLES AND FACILITIES AND WELL PUMP CONTROLLER POWER FEEDS HAVE BEEN RELOCATED. (SEE ITS CABLE RELOCATION PLANS AND DEEP WELL ELECTRICAL PLANS). CONTRACTOR SHALL ALSO NOT BEGIN THE CONSTRUCTION OF RETAINING WALL SN 082-W302 UNTIL COMBINED SEWER WORK HAS BEEN COMPLETED (SEE DRAINAGE AND UTILITY PLAN).
- CONSTRUCT RAMP 64W70W EMBANKMENT, PERMANENT STEEL SHEET PILE WALL BETWEEN EXISTING RAMP 64W55S AND RAMP 64W70W, SN 082-0325 PIERS AND ABUTMENTS EXCEPT FOR PIER 4 ADJACENT TO THE LEFT SHOULDER OF SB I-55 AT STA 92+00.00 (BASELINE SB I-55).
- CONTRACTOR SHALL NOT BEGIN CONSTRUCTION OF PIER 3 UNTIL ITS CABLES HAVE BEEN RELOCATED. (SEE ITS CABLE RELOCATION PLANS).
- CONTRACTOR SHALL NOT BEGIN CONSTRUCTION OF THE EAST ABUTMENT FOR RAMP 55S70W UNTIL POWER FEEDS TO WELLS 7A AND 8A HAVE BEEN RELOCATED. (SEE DEEP WELL ELECTRICAL PLANS).
- CONTRACTOR SHALL NOT BEGIN CONSTRUCTION OF PIER 2 UNTIL POWER FEEDS TO WELLS 1A AND 2A HAVE BEEN RELOCATED. (SEE DEEP WELL ELECTRICAL PLANS).
- CONTRACTOR SHALL NOT BEGIN THE CONSTRUCTION OF THE WEST ABUTMENT OF SN 082-0325 UNTIL AFTER THE COMPLETION OF EMBANKMENT CONSTRUCTION IN CONTRACT 76C50.
- INCLUDE EROSION CONTROL WORK ON THE AREAS DISTURBED IN THIS PHASE ALONG RAMP 55S70W AND CSX ACCESS ROAD (ALL PRIMARILY NORTH AND EAST OF I-55).
- CONTRACTOR MAY WORK ON THE OTHER PARTS OF CONTRACT THAT DO NOT AFFECT TRAFFIC CONTROL SCHEME OR DO NOT AFFECT THE OTHER ITEMS MENTIONED ABOVE.

MAINTENANCE OF TRAFFIC IN PHASE 2

- MAINTAIN TRAFFIC ON EXISTING ROUTES WITHIN THE PROJECT LIMITS, EXCEPT FOR THE BEAM INSTALLATION, WHICH IS TO BE CLOSED DURING NON-PEAK HOURS UTILIZING FULL INTERSTATE CLOSURES. A MINIMUM OF TWO LANES WILL BE MAINTAINED AT ALL TIMES.
- CLOSE THE LEFT SHOULDER OF SB I-55 DURING CONSTRUCTION OF PIER 4, SN 082-0325 BEGIN AT APPROXIMATELY STA 86+90.00 (BASELINE SB I-55).
- WHEN WORKING WITHIN THE EXISTING CSX AND KCS RAILROAD ROW, THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH THE PROTECTION OF RAILROAD TRAFFIC AND PROPERTY, THE KANSAS CITY SOUTHERN RAILWAY COMPANY REQUIREMENTS, AND CSXT SPECIAL PROVISIONS AND INSURANCE REQUIREMENTS AS SPECIFIED THE SPECIAL PROVISION.

WORK TO BE COMPLETED IN PHASE 2

- CONSTRUCT PIER 4 ALONG THE LEFT SHOULDER OF SB I-55.
- COMPLETE REMAINING PIER AND ABUTMENT WORK.
- CONSTRUCT SN 082-0323 & 0325 BRIDGES SUPERSTRUCTURE.
- INCLUDE EROSION CONTROL WORK ON THE AREAS DISTURBED IN THIS PHASE (PRIMARILY SOUTH AND WEST OF I-55).

GENERAL NOTES

- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- DUE TO THE SKEWED NATURE OF THE ROADWAYS IN THIS PROJECT, THE FOLLOWING ARE THE COMPASS DESIGNATIONS TO THE ROADWAYS:

I-55 (NORTH-SOUTH)
I-70 (EAST-WEST)
I-64 (EAST-WEST)
- TEMPORARY ACCESS TO ALL ENTRANCES (COMMERCIAL AND PRIVATE) SHALL BE MAINTAINED DURING CONSTRUCTION USING AGGREGATE FOR TEMPORARY ACCESS. AN ESTIMATED QUANTITY OF 200 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THIS CONTRACT FOR THE PURPOSE OF MAINTAINING ACCESS TO ALL ENTRANCES THROUGH CONSTRUCTION OPERATIONS DURING THIS CONTRACT.
- TYPE III BARRICADES AND ROAD CLOSURE SIGNS SHALL BE POSITIONED AS SHOWN, ACCORDING TO HIGHWAY STANDARD 701901 AND AS DIRECTED BY THE ENGINEER.
- TYPE A LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE USED ON EACH SIGN IN ADVANCE OF THE WORK DURING HOURS OF DARKNESS.
- ALL WARNING SIGNS SHALL BE A MINIMUM OF 48" X 48" AND HAVE A BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.
- ALL TYPE III BARRICADES UTILIZED FOR ROAD CLOSURES SHALL HAVE A LOW INTENSITY FLASHING LIGHT MOUNTED ON TOP OF EACH BARRICADE.
- EXACT LOCATION OF ALL WARNING SIGNS AND BARRICADES SHALL BE STAKED IN THE FIELD FOR APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION.
- PRIOR TO START OF CONSTRUCTION, ALL REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
- IN AREAS WHERE A MINIMUM OFFSET OF 2 FEET FROM THE TRAVEL LANE TO THE FACE OF TEMPORARY CONCRETE BARRIER CAN NOT BE ACHIEVED, THE BARRIER SHALL BE ANCHORED TO THE PAVEMENT. ANCHORS SHALL ALSO BE PROVIDED WHERE CONSTRUCTION ACTIVITY PLACES A TRAFFIC HAZARD WITHIN 3.5 FEET OF THE TEMPORARY CONCRETE BARRIER. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ANCHORING OF TEMPORARY CONCRETE BARRIER.
- A MINIMUM 11' LANE WIDTH SHALL BE MAINTAINED ON ALL INTERSTATE LANES OPEN TO TRAFFIC DURING CONSTRUCTION.

TRAFFIC CONTROL SCHEDULE								
PHASE	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4"			IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	TEMPORARY CONCRETE BARRIER	BARRIER WALL MARKERS	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	RELOCATE TEMPORARY CONCRETE BARRIER
	WHITE	YELLOW	BLACK					
	FOOT	FOOT	FOOT	EACH	FOOT	EACH	EACH	EACH
PHASE 1	3881		974	3	1338	18		
PHASE 2		552				4	1	200
TOTAL		5406		3	1338	22	1	200