

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	130N-3 (11)	DUPAGE	141	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60R46

GENERAL NOTES



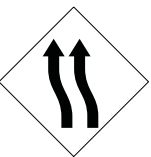













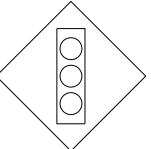



- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE STANDARD SPECIFICATIONS.
- TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.
- ANY DROP OFF GREATER THAN 3" BUT LESS THAN SIX INCHES, WITHIN 8 FT OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES EQUIPPED WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS AT THE SPACING SHOWN IN THE PLANS IF THE DROP OFF WITHIN 8 FT OF THE PAVEMENT EDGE EXCEEDS SIX INCHES, THE BARRICADES MENTIONED ABOVE SHALL BE PLACED AT 25-FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901. THE SPACING OF THE BARRICADES AT ALL RADIUS RETURNS SHALL BE 10-FOOT CENTER TO CENTER.
- TYPE I, II AND/OR TYPE III BARRICADES WITH TWO WAY FLASHING LIGHTS SHALL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
- ARROW BOARDS SHALL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.
- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL SHALL BE MEASURED IN SQUARE FEET AND PAID FOR AS PAVEMENT MARKING REMOVAL.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO THE INSTALLATION. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND WILL NOT BE PAID FOR SEPARATELY.
- ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES SHALL HAVE THE REFLECTIVE LENSES REMOVED, AS DIRECTED BY THE ENGINEER, AND REPLACED AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE RAISED REFLECTIVE PAVEMENT MARKER LENSES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- LANE CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE INCLUDED IDOT STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS.
- THE CONTRACTOR MUST COORDINATE THE ROAD CLOSURE WITH THE ENGINEER.
- TRAFFIC CONTROL AND ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THE CONTRACT DRAWINGS IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND WILL NOT BE PAID FOR SEPARATELY.
- ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE DETOUR SHALL BE REMOVED OR COVERED, AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED SIGNS SHALL BE NON-DESTRUCTIVE IN NATURE AND WILL NOT MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE I AND TYPE II BARRICADE USED, ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

STAGING OVERVIEW

STAGE 1

- CONSTRUCT THE OUTSIDE LANES, BARRIER MEDIAN, AND CURB AND GUTTER ALONG ON THE WEST SIDE OF POWIS ROAD SOUTH OF NORTH AVENUE
- CONSTRUCT THE OUTSIDE LANES AND SHOULDER ALONG THE WEST SIDE OF POWIS ROAD NORTH OF NORTH AVENUE
- CONSTRUCT THE INTERSECTION OF KEIL ROAD

TEMPORARY INFORMATION SIGNING LEGEND

						
R6-2R 18" x 24"	R6-2L 18" x 24"	W1-4R 3' x 3'	18" x 24"	M6-3 21" x 15"	M5-1 (R) 21" x 15"	21" x 15"
						
M3-1 2' x 1'	M3-3 2' x 1'	M4-8 2' x 1'	M4-8a 24" x 18"	4' x 2' 6" LETTERS	R1-1 30" x 30"	30"x30" SEE TC-26
						
2' x 2' 3" LETTERING	W5-1 3' x 3'	W3-3 3' x 3'	M6-1 21" x 15"	W4-2R 36" x 36"	W16-9p 24" x 12"	

NOTES

- ALL TEMPORARY INFORMATION SIGN LOCATIONS SHOWN IN THE PLANS ARE APPROXIMATE. THE ENGINEER SHALL FIELD VERIFY EACH LOCATION IN THE FIELD WITH THE TRAFFIC CONTROL SETUP.
- THE ENGINEER SHALL VERIFY EACH TEMPORARY INFORMATION SIGN THAT IS TO BE REMOVED.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 307 (ILLINOIS ROUTE 64)
NAME	DATE	
		SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES AND TEMPORARY INFORMATION SIGNING LEGEND

SCALE: VERT: NONE
 HORIZ: NONE
 DATE: FEBRUARY 1, 2013

DRAWN BY: AFC
 CHECKED BY: NJH

