

**DROP-OFF PROTECTION BETWEEN TRAVEL LANE  
AND SHOULDER / EDGE OF PAVEMENT  
FIG 55.2B FROM CHAPTER 55 (BDE MANUAL, 2010)**

STAGING GENERAL NOTES

1. ALL TRAFFIC CONTROL FOR WORK SHOWN IN STAGING PLAN SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, SPECIAL.
2. THE NUMBER OF FLAGGERS FOR EACH STAGE SHALL BE AS SHOWN IN THE APPLICABLE HIGHWAY STANDARDS. ADDITIONAL FLAGGERS SHALL BE PAID FOR ACCORDING TO SECTION 109.04. THE FLAGMAN SHOWN IN THE STAGES ARE SHOWN AT SUGGESTED LOCATIONS. THE ACTUAL NUMBER AND LOCATION SHALL BE AS DIRECTED BY THE ENGINEER.
3. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE NECESSARY AS DIRECTED BY THE ENGINEER.
4. SET UP ADVANCE TRAFFIC CONTROL DEVICES ACCORDING TO STD 701422.
5. CONFLICTING PAVEMENT MARKING SHALL BE COVERED WITH TYPE III TEMPORARY TAPE, BLACK.
6. REFER TO SPECIAL PROVISIONS FOR SIDEROAD CLOSURE.
7. TRAFFIC SIGNALS MUST BE OPERATIONAL DURING ALL STAGES OF CONSTRUCTION. REQUIRED TRAFFIC SIGNAL WORK MUST BE COMPLETED PRIOR TO CLOSING ANY LANES.
8. ANY ELEVATION CHANGE WITHIN THE PCC INTERSECTION OR IL 13 DURING STAGING IN THE DIRECTION OF TRAVEL GREATER THAN 1" WILL REQUIRE A TEMPORARY RAMP BUILT TO AT LEAST A 40:1 SLOPE. PLACEMENT OF AND REMOVAL OF THE TEMPORAY RAMP WILL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, SPECIAL."
9. ANY OVER EXCAVATION REQUIRED FOR PLACING OF CONCRETE FORMS SHALL CONFORM TO THE OFFSET REQUIREMENTS IN THE STAGING PLAN AND THE DROP-OFF PROTECTION CHART. LOCATIONS LEFT AFTER THE PULLING THE FORMS THAT WILL HAVE TRAFFIC PLACE ON OR NEAR SHALL BE BACKFILLED AND CAPPED WITH 2" OF HMA MATERIAL, THE BACKFILL MATERIAL AND HMA WILL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION."
10. SEE SPECIAL PROVISIONS FOR LANE RENTALS, INTERSECTION RENTALS, CLOSURE DURATIONS, ALLOTMENTS AND DETAILS.
11. ADD "NO LEFT TURN" SIGN WHEN LEFT TURN LANES ARE CLOSED ON IL 13 OR RUSSELL ST. ADD "NO RIGHT TURN" SIGN WHEN RIGHT TURN LANES ARE CLOSED ON IL 13, RUSSELL ST. OR IL 37.
12. IN ADDITION TO THE REQUIREMENTS OF THE DROP-OFF POLICY: NO DROPS OFFS GREATER THAN 3", LESS THAN 3' FROM AN OPEN LANE, WILL BE ALLOWED FOR GREATER THAN 72 HOURS. VIOLATION OF THIS REQUIREMENT WILL RESULT IN A TRAFFIC CONTROL DEFICIENCY DEDUCTION.

| DROP-OFF LOCATION                                   | NORMAL POSTED SPEED  | DROP-OFF HEIGHT (X) AND TYPE                | TREATMENT REQUIRED                           |
|---|--|---|--|
| ≤ 3 FT <sup>(1)(2)</sup>                            | ALL  | ≤ 1 IN                                      | NONE   |
|   |  | 1 IN < X ≤ 3 IN                             | LOW SHOULDER SIGNS (2 MILE SPACING)          |
|   | < 45 MPH   | 3 IN < X ≤ 18 IN                            | PLACE CHANNELIZING DEVICES AT 50-FT SPACING  |
|   |  | ≥ 45 MPH                                    | 3 IN < X ≤ 12 IN                             |
|   | < 45 MPH   | 18 IN < X ≤ 24 IN                           | PLACE CHANNELIZING DEVICES AT 50-FT SPACING  |
|   |  | FOR < 0.5 MILE OR < 48 HOURS <sup>(4)</sup> |  |
|   | ≥ 45 MPH   | 12 IN < X ≤ 18 IN                           | PLACE CHANNELIZING DEVICES AT 100-FT SPACING |
|   |  | FOR < 0.5 MILE OR < 48 HOURS                |  |
|   | ≥ 45 MPH   | 12 IN < X ≤ 24 IN                           | CLOSURE USING TEMPORARY TRAFFIC BARRIER      |
|   |  | FOR > 0.5 MILE OR > 48 HOURS                |  |
| < 45 MPH  | 18 IN < X ≤ 24 IN <sup>(3)</sup>                               | CLOSURE USING TEMPORARY TRAFFIC BARRIER     |  |
| ≥ 45 MPH  | 18 IN < X ≤ 24 IN FOR < 0.5 MILES OR < 48 HOURS <sup>(5)</sup> | CLOSURE USING TEMPORARY TRAFFIC BARRIER     |  |
| ALL   | > 24 IN <sup>(5)</sup>   | CLOSURE USING TEMPORARY TRAFFIC BARRIER     |  |
| 3 FT < X ≤ 8 FT <sup>(3)</sup>                      | ALL  | ≤ 1 IN                                      | NONE   |
|   |  | 1 IN < X ≤ 3 IN                             | LOW SHOULDER SIGNS (2 MILE SPACING)          |
|   | < 45 MPH   | 3 IN < X ≤ 24 IN <sup>(4)</sup>             | PLACE CHANNELIZING DEVICES AT 50-FT SPACING  |
|   | ≥ 45 MPH   | 3 IN < X ≤ 24 IN                            | PLACE CHANNELIZING DEVICES AT 100-FT SPACING |
|   | ALL  | 24 IN <sup>(5)</sup>                        | CLOSURE USING TEMPORARY TRAFFIC BARRIER      |
| > 8 FOOT TO THE WORK ZONE CLEAR ZONE <sup>(5)</sup> | < 45 MPH   | 12 IN < X ≤ 24 IN <sup>(4)</sup>            | PLACE CHANNELIZING DEVICES AT 50-FT SPACING  |
|   | ≥ 45 MPH   | 12 IN < X ≤ 24 IN                           | PLACE CHANNELIZING DEVICES AT 100-FT SPACING |
|   | ALL  | > 24 IN <sup>(5)</sup>                      | CLOSURE USING TEMPORARY TRAFFIC BARRIER      |

- NOTES:
- <sup>(1)</sup> PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR SHOULDER PROFILE
  - <sup>(2)</sup> CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER HIGHWAY STANDARD 701901.
  - <sup>(3)</sup> PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE FULLY VISIBLE.
  - <sup>(4)</sup> LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGEMENT INDICATES SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.
  - <sup>(5)</sup> TEMPORARY TRAFFIC BARRIER MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 24 HOURS FOR MULTILANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGEMENT.