


GENERAL NOTES

1. ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
2. THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE OR A THICKNESS OF 6 INCHES OR MORE ON A FLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.
3. THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2’ DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
4. IT IS ESTIMATED THAT 8,615 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.
5. THE TOPSOIL EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 25% SHRINKAGE OF TOPSOIL BETWEEN REMOVAL AND REPLACEMENT.
6. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1A. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.
7. PREVIOUSLY PUGMILLED STOCKPILES OF “TYPE A” OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.
8. PLACEMENT AND COMPACTION OF THE BACKFILL FOR PROPOSED ACROSS ROAD CULVERTS AND EXISTING ACROSS ROAD CULVERTS THAT ARE REMOVED SHALL CONFORM TO ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE MATERIAL SHALL CONFORM TO ARTICLE 208.02 OF THE STANDARD SPECIFICATIONS, AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD LABORATORY DENSITY. ANY MATERIAL CONFORMING TO THE REQUIREMENTS OF ARTICLE 1003.04 OR 1004.05 FOR TRENCH BACKFILL WHICH HAS BEEN EXCAVATED FROM THE TRENCHES SHALL BE USED FOR BACKFILLING THE TRENCHES. THE ENTIRE EXCAVATION, WITHIN 2 FEET OUTSIDE OF EACH SHOULDER, SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL TO THE BOTTOM OF THE PROPOSED SUBGRADE. IMPERVIOUS MATERIAL SHALL BE USED ON THE OUTER 3 FEET AT EACH END OF THE CULVERT. THIS TRENCH BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.
9. THE SUBGRADE ON THIS PROJECT, EXCLUSIVE OF ROCK CUT AREAS IS SCHEDULED TO BE IMPROVED TO A 12” DEPTH ACCORDING TO MECHANISTIC PAVEMENT DESIGN. THE AREAS SCHEDULED TO BE IMPROVED TO A DEPTH GREATER THAN 12” ARE ESTIMATED BASED ON THE ORIGINAL GEOTECHNICAL INVESTIGATION. THE SUBGRADE SHALL BE PROCESSED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS BEFORE THE ENGINEER SHALL DETERMINE THE LIMITS AND THE ADDITIONAL THICKNESS OF IMPROVEMENT REQUIRED, IF ANY. ANY ADDITIONAL UNDERCUTTING REQUIRED AFTER THIS EVALUATION SHALL BE PAID FOR AS EARTH EXCAVATION.
10. ALL “AGGREGATE SUBGRADE IMPROVEMENT” (SECTION 303), SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES 311.04, 311.05, 311.05(A), 311.06 AND 311.07. ALL AGGREGATE SUBGRADE THICKNESSES EQUAL TO OR LESS THAN 12 INCHES SHALL BE CONSTRUCTED OF AGGREGATE OF CA02 GRADATION. ALL AGGREGATE SUBGRADE THICKNESS GREATER THAN 12 INCHES SHALL BE CONSTRUCTED OF CS02.
11. ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE 75 M (*200 SIEVE). THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.

12.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS				
LOCATIONS:			TEMPORARY PAVEMENT	
MIXTURE USES:	SURFACE	BINDER	SURFACE	BINDER
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0 @ N50	4.0 @ N50	4.0 @ N50	4.0 @ N50
MIXTURE COMPOSITION (MIXTURE GRADATION)	IL 9.5	IL 19.0	IL 9.5	IL 19.0
FRICTION AGGREGATE	C	N/A	C	N/A
MIXTURE WEIGHT	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:				
NUMBER OF ROLLER PASSES:				

1) WHEN A NUMBER OF ROLLER PASSES IS SPECIFIED, THE CONTRACTOR MAY OPT TO USE INTELLIGENT COMPACTION IN LIEU OF DENSITY TESTING UNDER THE QUALITY CONTROLPERFORMANCE (QCP) PROGRAM.

ALTERNATE TEMPORARY PAVEMENT:
PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS, 8” THICK OVER 4” SUBBASE GRANULAR MATERIAL, TYPE B. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.
13. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 1/2 ” HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250’ INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2 LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6” INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM
14. THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
15. THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY’S PRODUCTION, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.
16. INSTALL RUMBLE STRIPS IN ALL SHOULDERS IN ACCORDANCE WITH STATE STANDARD 642001. RUMBLE STRIPS SHALL BE PLACED ON SHOULDERS ON BOTH SIDES OF THE PAVEMENT.
17. THE NEW NUMBER FOR THIS STRUCTURE WILL BE:
101-0186 (EB)
101-0187 (WB)
18. ALL CONCRETE IN THE AREA OF THE FORM LINER TEXTURED SURFACE SHALL BE SELF-CONSOLIDATING CONCRETE MEETING THE REQUIREMENTS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONCRETE USED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
19. THE SOILS REPORT AND PROFILES ARE AVAILABLE AT THE DISTRICT OFFICE FOR CONTRACTOR’S REVIEW.
20. THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.
21. BARRIER WALL REFLECTORS, TYPE B SHALL BE INSTALLED ON THE TOP OF THE BRIDGE PARAPET WALLS. THE MARKERS, THE COLOR, AND THE SPACING SHALL BE ACCORDING TO STANDARD 782006, EXCEPT THE MINIMUM IS 2 PER SIDE.
22. CONNECTING BANDS FOR CORRUGATED METAL PIPES SHALL BE METAL PIPES SHALL BE METAL AND SHALL BE COATED WITH THE SAME MATERIAL AS THE PIPE SECTIONS. THE CONNECTING BANDS SHALL BE A MINIMUM OF 18” WIDE.

23. IT IS ANTICIPATED THAT SEVERAL MAILBOXES WILL REQUIRE RELOCATION TO THE APPROACH SIDE OF THE ENTRANCES. WHEN THIS IS DONE, THE CONTRACTOR SHALL BE REQUIRED TO MOUNT THE MAILBOX ON A 4”x4” WOOD POST 41-45 INCHES ABOVE THE SHOULDER SURFACE AND EXTENDING 24 INCHES INTO THE EMBANKMENT. MAILBOXES SHALL BE INSTALLED TO THE CURRENT UNITED STATES POSTAL SERVICE MAILBOX GUIDELINES. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE EARTH EXCAVATION. THERE ARE AN ESTIMATED 2 MAILBOXES TO BE RELOCATED.
24. NOSES OF CURBED CORNER ISLANDS NOTED AS 1 & 2 ON HIGHWAY STANDARD 606301 SHALL BE RAMPED UNLESS THE CURB FUNCTION IS FOR THE PROTECTION OF PEDESTRIANS, SIGNALS, LIGHT STANDARDS OR SIGN TRUSS SUPPORTS.
25. USE M-6 CURB ON ISLANDS WHEN LOCATED ADJACENT TO A HIGHWAY WITH SPEEDS OF 45MPH OR LESS.
26. ON LARGE AND INTERMEDIATE ISLANDS, THE VARIABLE CURB AND GUTTER FLAG WILL BE PAID FOR AS COMBINATION CONCRETE CURB AND GUTTER TYPE M6.24.
27. THE CONTRACTOR SHALL INSTALL A 18” DIAMETER FORMED OPENING IN THE CONCRETE MEDIAN SURFACE OF THE ISLAND AS DIRECTED BY THE ENGINEER. ALSO, A 4” DIAMETER FORMED OPENING SHALL BE INSTALLED IN EACH CORNER OF THE ISLAND 1’ BEHIND THE BACK OF CURB. ALL EXISTING PAVEMENT SURFACES OF OTHER EXISTING OBSTRUCTIONS BENEATH THESE OPENINGS SHALL BE REMOVED BY THE CONTRACTOR. AFTER THE MEDIAN IS IN PLACE THE 18” OPENING SHALL BE CORED DOWN 4’ AND FILLED WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN SURFACE, 4 INCH.
28. THE ISLANDS ON THIS PROJECT ARE (SMALL / INTERMEDIATE / LARGE) ISLANDS AS SHOWN ON THE DETAIL OF ISLANDS IN THE ROADWAY PLANS.
29. THE CONTRACTOR SHALL INSTALL 18” DIAMETER FORMED OPENINGS IN THE CONCRETE MEDIAN SURFACE, SPACED AT INTERVALS NO GREATER THAN 250’, AND/OR AS DIRECTED BY THE ENGINEER. ALL EXISTING PAVEMENT SURFACES OR OTHER EXISTING OBSTRUCTIONS BENEATH THESE OPENINGS SHALL BE REMOVED BY THE CONTRACTOR. AFTER THE MEDIAN IS IN PLACE, CORE EACH OPENING DOWN 4’ AND FILL WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN SURFACE, 4 INCH.
30. THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.
31. LATERAL DISTANCES FROM THE CENTERLINE ON ALL INLETS ARE TO THE FACE OF THE INLET.
32. THE NEW MANHOLE LIDS ON THIS PROJECT SHALL HAVE THE WORD “STORM”, “SANITARY”, OR “WATER” ON THE LID. THE WORD TO BE USED IS NOTED ON THE PLANS. IT WILL BE THE CONTRACTOR’S RESPONSIBILITY TO DETERMINE THE WORD TO BE USED ON OTHER LIDS NOT NOTED ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.
33. ALL PROPOSED MANHOLES ON THIS PROJECT SHALL BE CAST-IN-PLACE OR PRECAST. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLE OF THE TYPE AND SIZE SPECIFIED.
34. THE CONTRACTOR SHALL DETERMINE FLOWLINES OF EXISTING SEWER LINES WHICH ARE SHOWN ON THE PLANS AS ESTIMATED OR UNKNOWN. THIS INFORMATION IS NECESSARY BEFORE ORDERING INLETS AND MANHOLES.
35. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR EARTH EXCAVATION.
36. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER’S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).
37. ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.
38. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180 DEGREES AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

STAGE 3 (CONTINUED...)

RAMP A

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- PROVIDE ONE (1) 12' LEFT-TURN LANE AND ONE (1) 12' RIGHT-TURN LANE.
- SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE STAGE 3 PLANS.

RAMP B

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- MAINTAIN ONE (1) 16' TRAVEL LANE TO GORE OF US 20.
- UTILIZE EXISTING CROSSOVER TO ACCESS EASTBOUND US 20 THRU LANE.

RAMP C

CONSTRUCTION TO BE COMPLETED

- REMOVE EXISTING RAMPS E & F AND TEMPORARY RAMP E.
- CONSTRUCT PROPOSED RAMP C PAVEMENT, SHOULDERS, & DRAINAGE

MAINTENANCE OF TRAFFIC

- EXISTING RAMPS E & F WILL BE CLOSED PER THE STANDARDS SHOWN ON THE PLANS.
- FOLLOW DETOUR PLANS FOR SIGNING INFORMATION.
- DETOUR SHALL BE IN PLACE BEFORE RAMPS ARE TO BE SHUT DOWN.

RAMP D

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- MAINTAIN EXISTING AND TEMPORARY RAMP CONFIGURATION.

STAGE 3A

U.S. ROUTE 20

CONSTRUCTION TO BE COMPLETED

- COMPLETE THE PROPOSED PAVEMENT & SHOULDERS THAT WAS OMITTED IN STAGE 3 AT RAMP B
- CONSTRUCT THE EASTBOUND BRIDGE PIER & SUPERSTRUCTURE

MAINTENANCE OF TRAFFIC (SEE STAGE 3)

ILLINOIS ROUTE 2

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- MAINTAIN A MIN. TWO (2) 11' NOURTHBOUND TRAVEL LANES AND A MIN. TWO (2) 11' SOUTHBOUND TRAVEL LANES UTILIZING EXISTING PAVEMENT.
- SOUTHBOUND TRAFFIC WILL SHIFT TO THE WEST AND NORTHBOUND TRAFFIC WILL SHIFT TO THE EAST TO ALLOW SPACE TO CONSTRUCT EASTBOUND BRIDGE PIER.
- PROVIDE ONE (1) 11' LEFT TURN LANE AT PROPOSED RAMP D IN THE NORTHBOUND DIRECTION AND PROVIDE ONE (1) 11' LEFT TURN LANE AT PROPOSED RAMP B IN THE SOUTHBOUND DIRECTION.
- TRAFFIC SIGNALS WILL BE OPERATIONAL PER THE TEMPORARY TRAFFIC SIGNAL PLANS.
- SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE STAGE 3A PLANS.

RAMP A

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC (SEE STAGE 3)

RAMP B

CONSTRUCTION TO BE COMPLETED

- CONSTRUCT RAMP GORE AND ADJACENT US 20 PAVEMENT SHOULDERS.

MAINTENANCE OF TRAFFIC

- MAINTAIN A MIN. ONE (1) 12' TRAVEL LANE
- UTILIZE PROPOSED US 20 EASTBOUND PAVEMENT AS RAMP EXTENSION TO CONNECT TO EASTBOUND THRU LANES AT CROSSOVER LOCATION.

RAMP C

CONSTRUCTION TO BE COMPLETED (SEE STAGE 3)

MAINTENANCE OF TRAFFIC (SEE STAGE 3)

RAMP D

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC (SEE STAGE 3)

STAGE 4

U.S. ROUTE 20

CONSTRUCTION TO BE COMPLETED

- CONSTRUCT WESTBOUND PROPOSED PAVEMENT AND SHOULDERS OMITTING THE RAMP A ACCESS PAVEMENT.
- INSTALL PROPOSED DRAINAGE
- INSTALL PROPOSED SIGNING ALONG WESTBOUND LANES
- REMOVE EXISTING WESTBOUND BRIDGE (SUPERSTRUCTURE AND SUBSTRUCTURE)
- INSTALL PROPOSED WESTBOUND BRIDGE PIER

MAINTENANCE OF TRAFFIC

- REDUCE TRAFFIC TO ONE (1) LANE IN EACH DIRECTION, THEN SHIFT WESTBOUND TRAFFIC ONTO EASTBOUND LANES AND MAINTAIN ONE (1) 12' TRAVEL LANE IN EACH DIRECTION DIVIDED BY TEMPORARY CONCRETE BARRIER.
- PLACE TEMPORARY CONCRETE BARRIER AT LOCATIONS ON PLANS TO PROTECT WESTBOUND TRAFFIC FROM EXPOSED BRIDGE PARAPETS & SIGN STRUCTURES.
- SIGNS SHALL BE PLACED IN ACCORDANCE WITH STAGE 4 PLANS.
- UTILIZING US 20 CROSSOVER PAVEMENT EAST OF PROPOSED BRIDGE, MAINTAIN EXISTING PAVEMENT FOR PROPOSED RAMP B ACCESS FROM WESTBOUND THRU LANE.

ILLINOIS ROUTE 2

CONSTRUCTION TO BE COMPLETED

- CONSTRUCT PROPOSED SOUTHBOUND PAVEMENT LANE 1, 2 & 3 AT RAMP D AND TEMPORARY CONNECTOR PAVEMENT.
- CONSTRUCT CRASH WALLS AT BRIDGE PIERS.

MAINTENANCE OF TRAFFIC

- MAINTAIN A MIN. TWO (2) 11' NORTHBOUND TRAVEL LANES AND A MIN. TWO (2) 11' SOUTHBOUND TRAVEL LANES UTILIZING EXISTING PAVEMENT.
- SOUTHBOUND TRAFFIC WILL SHIFT TO THE WEST AND NORTHBOUND TRAFFIC WILL REAMIN IN STAGE 3A CONFIGURATION TO ALLOW SPACE TO CONSTRUCT WESTBOUND BRIDGE PIER.
- PROVIDE ONE (1) 11' LEFT TURN LANE AT PROPOSED RAMP D IN THE NORTHBOUND DIRECTION AND PROVIDE ONE (1) 11' LEFT TURN LANE AT PROPOSED RAMP B IN THE SOUTHBOUND DIRECTION.
- TRAFFIC SIGNALS WILL BE OPERATIONAL PER THE TEMPORARY TRAFFIC SIGNAL PLANS.
- SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE STAGE 4 PLANS.

RAMP A

CONSTRUCTION TO BE COMPLETED

- CONSTRUCT PROPOSED PAVEMENT AT US 20 CONNECTIONS

MAINTENANCE OF TRAFFIC

- MAINTAIN PROPOSED CONFIGURATION ALONG RAMP. AT INTERSECTION, PROVIDE ONE (1) 12' LEFT TURN LANE AND ONE (1) 12' RIGHT TURN LANE.
- SIGNS SHALL BE PLACED IN ACCORDANCE TO STAGE 4 PLANS.

RAMP B

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- OPEN TO FINAL CONDITION

STAGE 4 (CONTINUED...)

RAMP C

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- MAINTAIN PROPOSED CONFIGURATION ALONG RAMP. AT INTERSECTION, PROVIDE ONE (1) 12' LEFT TURN LANE AND ONE (1) 12' RIGHT TURN LANE.

RAMP D

CONSTRUCTION TO BE COMPLETED

- REMOVE EXISTING RAMPS G & H AND TEMPORARY RAMPS G & H.
- CONSTRUCT PROPOSED RAMP D PAVEMENT, SHOULDERS, & DRAINAGE

MAINTENANCE OF TRAFFIC

- EXISTING RAMPS G & H WILL BE CLOSED PER THE STANDARDS SHOWN ON THE PLANS.
- FOLLOW DETOUR PLANS FOR SIGNING INFORMATION.
- DETOUR SHALL BE IN PLACE BEFORE RAMPS ARE TO BE SHUT DOWN.

STAGE 4A

U.S. ROUTE 20

CONSTRUCTION TO BE COMPLETED

- COMPLETE THE PROPOSED PAVEMENT & SHOULDERS THAT WAS OMITTED IN STAGE 4 AT RAMP A.

- CONSTRUCT THE WESTBOUND BRIDGE ABUTMENTS & SUPERSTRUCTURE

MAINTENANCE OF TRAFFIC (SEE STAGE 4)

ILLINOIS ROUTE 2

CONSTRUCTION TO BE COMPLETED

- CONSTRUCT TEMPORARY PAVEMENT ALONG EAST SIDE OF NORTHBOUND LANES UNDER THE PROPOSED BRIDGE.
- REMOVE NORTHBOUND OVERHEAD SIGN STRUCTURE AT STA 247+70. INSTALL THE NORTHBOUND BRIDGE MOUNTED SIGN STRUCTURE.

MAINTENANCE OF TRAFFIC

- MAINTAIN A MIN. TWO (2) 11' NORTHBOUND TRAVEL LANES AND A MIN. TWO (2) 11' SOUTHBOUND TRAVEL LANES UTILIZING EXISTING PAVEMENT.
- SOUTHBOUND AND NORTHBOUND LANES WILL SPLIT PROPOSED BRIDGE PIER STRUCTURES EVENLY TO CONSTRUCT WESTBOUND BRIDGE ABUTMENTS.
- PROVIDE ONE (1) 11' LEFT TURN LANE AT PROPOSED RAMP D IN THE NORTHBOUND DIRECTION AND PROVIDE ONE (1) 11' LEFT TURN LANE AT PROPOSED RAMP B IN THE SOUTHBOUND DIRECTION.
- TRAFFIC SIGNALS WILL BE OPERATIONAL PER THE TEMPORARY TRAFFIC SIGNAL PLANS.
- SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE STAGE 4A PLANS.

RAMP A

CONSTRUCTION TO BE COMPLETED

- CONSTRUCT PROPOSED PAVEMENT AT US 20 CONNECTIONS

MAINTENANCE OF TRAFFIC (SEE STAGE 4)

RAMP B

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- OPEN TO FINAL CONDITION

RAMP C

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION

MAINTENANCE OF TRAFFIC

- OPEN TO FINAL CONDITION

RAMP D

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- OPEN TO FINAL CONDITION. UTILIZE PROPOSED US 20 WESTBOUND PAVEMENT AS RAMP EXTENSION TO CONNECT TO WESTBOUND THRU LANES AT CROSSOVER LOCATION.

STAGE 5

U.S. ROUTE 20

CONSTRUCTION COMPLETED

MAINTENANCE OF TRAFFIC – OPEN TO FINAL CONDITION

ILLINOIS ROUTE 2

CONSTRUCTION TO BE COMPLETED

- CONSTRUCT PROPOSED SOUTHBOUND PAVEMENT & CURB AND GUTTERS, SIGNS, & DRAINAGE STRUCTURES
- CONSTRUCT TEMPORARY PAVEMENT ALONG COMPLETED PROPOSED PAVEMENT & TEMPORARY PAVEMENT WEDGES.
- REMOVE SOUTHBOUND OVERHEAD SIGN STRUCTURE AT STA 250+86 & STA 265+31. INSTALL SOUTHBOUND BRIDGE MOUNTED SIGN STRUCTURE.

MAINTENANCE OF TRAFFIC

- MAINTAIN A MIN. TWO (2) 11' NORTHBOUND TRAVEL LANES AND A MIN. TWO (2) 11' SOUTHBOUND TRAVEL LANES UTILIZING EXISTING PAVEMENT.
- SOUTHBOUND AND NORTHBOUND LANES WILL SHIFT EAST TO ALLOW FOR THE CONSTRUCTION OF THE PROPOSED SOUTHBOUND LANES.
- PROVIDE ONE (1) 11' LEFT TURN LANE AT PROPOSED RAMP D IN THE NORTHBOUND DIRECTION AND PROVIDE ONE (1) 11' LEFT TURN LANE AT PROPOSED RAMP B IN THE SOUTHBOUND DIRECTION.
- TRAFFIC SIGNALS WILL BE OPERATIONAL PER THE TEMPORARY TRAFFIC SIGNAL PLANS.

- SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE STAGE 5 PLANS.

RAMP A

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC

- MAINTAIN PROPOSED CONFIGURATION ALONG RAMP. AT INTERSECTION, PROVIDE ONE (1) 12' LEFT TURN LANE AND ONE (1) 12' RIGHT TURN LANE.

RAMP B

CONSTRUCTION COMPLETED

MAINTENANCE OF TRAFFIC – OPEN TO FINAL CONDITION

RAMP C

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION

MAINTENANCE OF TRAFFIC

- MAINTAIN PROPOSED CONFIGURATION ALONG RAMP. AT INTERSECTION, PROVIDE ONE (1) 12' LEFT TURN LANE AND ONE (1) 12' RIGHT TURN LANE.

RAMP D

CONSTRUCTION COMPLETED

MAINTENANCE OF TRAFFIC – OPEN TO FINAL CONDITION

STAGE 5A

U.S. ROUTE 20

CONSTRUCTION COMPLETED

MAINTENANCE OF TRAFFIC – OPEN TO FINAL CONDITION

ILLINOIS ROUTE 2

CONSTRUCTION TO BE COMPLETED

- CONSTRUCT SOUTHBOUND INTERSECTION PAVEMENT
- CONSTRUCT TEMPORARY PAVEMENT WEDGES

MAINTENANCE OF TRAFFIC

- MAINTAIN STAGE 5 LANE CONFIGURATIONS. ADJUST CONFIGURATION AT RAMP C & RAMP D INTERSECTIONS.
- TRAFFIC SIGNALS WILL BE OPERATIONAL PER THE TEMPORARY TRAFFIC SIGNAL PLANS.
- SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE STAGE 5A PLANS

RAMP A

CONSTRUCTION TO BE COMPLETED

- NO CONSTRUCTION THIS STAGE

MAINTENANCE OF TRAFFIC (SEE STAGE 5)