

MAINTENANCE OF TRAFFIC GENERAL NOTES

- THE WORK REQUIRED TO COMPLY WITH THE MAINTENANCE OF TRAFFIC GENERAL NOTES SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL), EXCEPT FOR PAY ITEMS WHICH HAVE BEEN ESTABLISHED IN THE CONTRACT AND ARE SHOWN ON THE PLANS.
- ALL TRAFFIC CONTROL SIGNS AND DEVICES, WORK ZONE PAVEMENT MARKING, TEMPORARY CONCRETE BARRIERS AND ATTENUATORS NECESSARY FOR THE MAINTENANCE OF TRAFFIC, AS SHOWN ON THE PLANS, SHALL BE IN PLACE BEFORE THE START OF ANY CONSTRUCTION STAGE.
- EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED.
- ACCESS SHALL BE PROVIDED AND MAINTAINED TO ALL DRIVEWAYS, BUILDINGS, FIELD ENTRANCES OR OTHER PROPERTY ABUTTING THE HIGHWAY OR STREET BEING IMPROVED FOR THE ENTIRE DURATION OF THE CONTRACT.
- TEMPORARY TRAFFIC SIGNALS SHALL BE IN PLACE AT THE INTERSECTIONS NOTED ON THE PLANS BEFORE THE START OF STAGE 1 CONSTRUCTION.
- TEMPORARY TRAFFIC SIGNALS SHALL BE ADJUSTED TO ACCOMMODATE THE VARIOUS STAGES OF CONSTRUCTION SHOWN ON THE PLANS.
- WET REFLECTIVE TEMPORARY TAPE, TYPE III SHALL BE USED ON THE FINAL WEARING SURFACE OR ON THE EXISTING PAVEMENT TO REMAIN.
- TEMPORARY INFORMATION SIGNS ON TEMPORARY SUPPORTS SHALL BE PROVIDED FOR ALL COMMERCIAL DRIVEWAYS. THESE SIGNS SHALL BE WHITE ON GREEN IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THIS WORK WILL BE PAID FOR PER DISTRICT ONE DETAIL TC-26. THESE SIGNS SHALL BE RELOCATED AS REQUIRED FOR EACH CONSTRUCTION STAGE AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGNING.
- MAINTENANCE OF TRAFFIC STAGING AND I-190/MANNHEIM RD DETOUR SIGNING SHALL BE COORDINATED WITH THE CONTRACTOR ON THE ADJACENT CONTRACT NO. 60G37.
- ALL CONSTRUCTION WARNING SIGNS SHALL BE BLACK LEGEND ON ORANGE BACKGROUND.
- ALL CONSTRUCTION WARNING SIGNS SHALL BE 48" x 48" UNLESS OTHERWISE SHOWN ON THE PLANS.
- ALL "ROAD CONSTRUCTION AHEAD" WARNING SIGNS SHALL BE EQUIPPED WITH A TYPE B MONO-DIRECTIONAL FLASHING LIGHT.
- TRAFFIC CONTROL AND PROTECTION FOR CONSTRUCTION STAGING, AT INTERSECTIONS, STREET RETURNS, DRIVEWAYS OR OTHER ISOLATED LOCATIONS, THAT IS NOT SPECIFICALLY SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS BUT WHICH IS NECESSARY FOR CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- ADDITIONAL TEMPORARY TRAFFIC BARRIER OPENINGS SHALL BE RESTRICTED TO LOCATIONS ADJACENT TO SINGLE LANE TRAFFIC. THE APPROVAL OF THE ENGINEER WILL BE REQUIRED FOR ALL TEMPORARY TRAFFIC BARRIER WALL OPENINGS NOT SHOWN ON THE PLANS. THE APPROACH END OF TEMPORARY TRAFFIC BARRIER SHALL BE PROTECTED WITH AN NCHRP 350 APPROVED END TREATMENT. THE WORK REQUIRED TO PROVIDE ADDITIONAL TEMPORARY TRAFFIC BARRIER OPENINGS FOR CONTRACTOR'S ACCESS TO WORK AREAS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL PROTECTION (SPECIAL).
- THE CONTRACTOR SHALL CONTACT THE TRAFFIC SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL PLACE CHANGEABLE MESSAGE SIGNS TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE LOCATION SHALL BE AS DIRECTED BY THE ENGINEER. THE MESSAGE SIGN SHALL BE IN PLACE TWO WEEKS PRIOR TO START OF CONSTRUCTION ACTIVITIES. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR "CHANGEABLE MESSAGE SIGN."
- SIDE ROAD, INTERSECTION, AND DRIVEWAY TRAFFIC CONTROL SHALL BE AS SHOWN ON THE PLANS, AND IN ACCORDANCE WITH DISTRICT DETAIL TC-10 AND TYPICAL ENTRANCE SIGNING DETAIL.
- THE "DROP OFF BETWEEN TRAVELED LANES" TABLE SPECIFIES THE PHYSICAL TREATMENT REQUIRED BY THE CONTRACTOR FOR DROPOFF LOCATIONS BETWEEN TRAVELED LANES.
- THE "DROP OFF BETWEEN TRAVEL LANE AND SHOULDER/EDGE OF PAVEMENT" TABLE SPECIFIES THE PHYSICAL TREATMENT REQUIRED BY THE CONTRACTOR FOR DROP-OFF LOCATIONS ADJACENT TO THE TRAVEL LANE. WHERE THE WORK AREA IS NOT SEPARATED FROM THE TRAVEL LANE BY TEMPORARY CONCRETE BARRIER, SUCH AS AT INTERSECTIONS, RAMP EXITS AND ENTRANCES, AND LOCATIONS WHERE ACCESS TO PROPERTY ABUTTING THE HIGHWAY IS REQUIRED, THE CONTRACTOR SHALL SCHEDULE THE WORK THAT CREATES A DROP-OFF TO BE COMPLETED WITHIN THE TIME PERIOD SPECIFIED ON THE TABLE SUCH THAT TEMPORARY CONCRETE BARRIER MAY BE ELIMINATED.
- BARRIER WALL MARKERS SHALL BE INSTALLED ON BOTH THE FACE OF THE TEMPORARY CONCRETE BARRIER WALL NEXT TO TRAFFIC, AND THE TOP OF SECTIONS OF THE TEMPORARY CONCRETE BARRIER WALL AS SHOWN IN STANDARD 704001. THE COLOR OF THESE REFLECTORS SHALL MATCH THE COLOR OF THE EDGELINES (YELLOW ON THE LEFT AND CRYSTAL OR WHITE ON THE RIGHT). IF THE BASE OF THE TEMPORARY CONCRETE BARRIER WALL IS 12 INCHES OR LESS FROM THE TRAVEL LANE, THEN THE LOWER SLOPE OF THE WALL SHALL ALSO HAVE A 6 INCH WIDE TEMPORARY PAVEMENT MARKING EDGELINE (YELLOW ON THE LEFT AND WHITE ON THE RIGHT). TEMPORARY PAVEMENT MARKING ON THE LOWER SLOPE OF THE TEMPORARY CONCRETE BARRIER WALL WILL BE MEASURED AND PAID FOR AS TEMPORARY PAVEMENT MARKING 6".
- TRAFFIC CONTROL AND PROTECTION SHALL BE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE APPLICABLE HIGHWAY STANDARD OR DISTRICT DETAIL FOR THE PROPOSED WORK. WORKERS SIGN SHALL BE USED ONLY WHEN WORKERS ARE PRESENT. FLAGGER SIGN SHALL BE USED ONLY WHEN FLAGGERS ARE PRESENT.
- TWO LANES (11' MINIMUM) IN EACH DIRECTION SHALL BE KEPT OPEN TO TRAFFIC ALONG MANNHEIM ROAD AND HIGGINS ROAD DURING NON-WORKING HOURS AND PEAK TRAFFIC VOLUME HOURS AS SPECIFIED IN THE SPECIAL PROVISIONS.
- A MINIMUM OF ONE LANE (11' MINIMUM) IN EACH DIRECTION SHALL BE KEPT OPEN TO TRAFFIC ALONG ZEMKE BOULEVARD/ BESSIE COLEMAN DRIVE DURING NON-WORKING HOURS AND PEAK TRAFFIC VOLUME HOURS AS SPECIFIED IN THE SPECIAL PROVISIONS.
- TEMPORARY PAVEMENT (VARIABLE DEPTH) HAS BEEN PROVIDED FOR USE AT TEMPORARY TRAFFIC STAGE CONSTRUCTION LOCATIONS TO TEMPORARILY REPLACE MINOR SECTIONS OF EXISTING PAVEMENT WHICH IS REMOVED TO PROVIDE CONSTRUCTION CLEARANCE FOR PERMANENT PAVEMENT CONSTRUCTION. TEMPORARY PAVEMENT (VARIABLE DEPTH) HAS ALSO BEEN PROVIDED FOR USE AT TEMPORARY TRAFFIC STAGE CONSTRUCTION LOCATIONS WHERE IT IS NECESSARY TO TRANSITION CHANGES IN GRADE BETWEEN PERMANENT PAVEMENT CONSTRUCTION AND EXISTING PAVEMENT. THIS WORK WILL BE PAID FOR SEPARATELY ACCORDING TO THE SPECIAL PROVISION TEMPORARY PAVEMENT (VARIABLE DEPTH).
- THE SEPARATION OF TRAFFIC CONTROL AND PROTECTION WORK BETWEEN ADJACENT CONTRACTS IS STA. 118+24 AS SHOWN ON THE PLANS.

DROP OFF BETWEEN TRAVELED LANES  
(EXCLUDES PAVEMENT PATCHING)

DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	PHYSICAL TREATMENT (1)(2)	ADDITIONAL REQUIREMENTS
BETWEEN LANES	≥ 45 MPH	≤ 1 IN LIFT DIFFERENCE OR ≤ 1 IN VERTICAL MILLED FACE	NONE	NONE
		1 IN < X ≤ 2 IN LIFT DIFFERENCE OR 1 IN < X ≤ 1.5 IN VERTICAL MILLED FACE	NONE	UNEVEN LANE SIGNS (1 MILE SPACING)
		2 IN < X ≤ 4 IN LIFT DIFFERENCE	NOTCHED LONGITUDINAL WEDGE (4)	
		1.5 IN < X ≤ 4 IN VERTICAL MILLED FACE	TEMPORARY WEDGE OR MILLED SLOPED EDGE MIN 1:3 (4)	AS PER LANE CLOSURE STANDARD
		4 IN < X ≤ 12 IN (3)	LANE CLOSURE USING CHANNELIZING DEVICES	
		> 12 IN	LANE CLOSURE USING TEMPORARY TRAFFIC BARRIER	
BETWEEN LANES	< 45 MPH	≤ 1 IN LIFT DIFFERENCE OR ≤ 1.5 IN VERTICAL MILLED FACE	NONE	NONE
		1 IN < X ≤ 2.5 IN LIFT DIFFERENCE	NONE	UNEVEN LANE SIGNS
		2.5 IN < X ≤ 4 IN LIFT DIFFERENCE	NOTCHED LONGITUDINAL WEDGE (4)	
		1.5 IN < X ≤ 4 IN VERTICAL MILLED FACE	TEMPORARY WEDGE OR MILLED SLOPED EDGE MIN 1:3 (4)	AS PER LANE CLOSURE STANDARD
		4 IN < X ≤ 12 IN (3)	LANE CLOSURE USING CHANNELIZING DEVICES	
		> 12 IN	LANE CLOSURE USING TEMPORARY TRAFFIC BARRIER	

NOTES:

(1) PLACE CHANNELIZING DEVICES AND TEMPORARY BARRIER AT SAME LEVEL AS TRAVEL LANE.

(2) CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT TO THE ELEVATION ABOVE THE TRAVELING LANE; SEE HIGHWAY STANDARD 701901.

(3) DROP-OFF 4 IN < X ≤ 12 IN IS PERMITTED FOR LESS THAN 0.5 MILE LENGTH OF DROP-OFF EXPOSURE OR LESS THAN 48-HOUR CLOSURE TIME. LENGTH AND DURATION OF DROP-OFF IN EXCESS OF THESE LIMITS REQUIRE TEMPORARY TRAFFIC BARRIER. ADJACENT WORK AREAS THAT ARE ESSENTIALLY CONTINUOUS IN DROP-OFF EXPOSURE, AS DETERMINED BY THE ENGINEER, SHALL BE CONSIDERED AS ONE WORK ZONE.

(4) OR THE SAME PHYSICAL TREATMENT AND SIGN REQUIREMENTS AS 4 IN < X ≤ 12 IN.

DROP OFF BETWEEN TRAVEL LANE AND SHOULDER/EDGE OF PAVEMENT

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

NOTES:

(1) PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVEL LANE OR SHOULDER PROFILE.

(2) CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT TO THE ELEVATION ABOVE TRAVEL LANE OR SHOULDER PROFILE; SEE HIGHWAY STANDARD 701901.

(3) PLACE CHANNELIZING DEVICES AND TEMPORARY BARRIER AT SAME LEVEL AS SIDE SLOPE PROFILE TO BE FULLY VISIBLE.

(4) LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER, AS DETERMINED BY THE ENGINEER.

(5) 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, AS DETERMINED BY THE ENGINEER.

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
GENERAL NOTES

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0105-WRS	COOK	537	82
CONTRACT NO. 60P35			ILLINOIS FED. AID PROJECT	

MOT-01



TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS