

PRE-STAGE 3A

1. SETUP TRAFFIC CONTROL STRIPING, SIGNS AND BARRICADES FOR SKOKIE BOULEVARD WITH FIVE LANES OF TRAFFIC (TWO THRU LANES IN EACH DIRECTION AND ONE TURN LANE). ALL LANES TO BE SHIFTED ON NEWLY CONSTRUCTED PAVEMENT.
2. CONSTRUCT WATER MAIN AND PATCH PAVEMENT STATION 120+50 TO 126+10 AS SHOWN ON ROADWAY PLAN.
3. SOUTHBOUND TRAFFIC SHALL BE REDUCED TO ONE LANE IN THIS SECTION UNTIL PROPOSED WATER MAIN AND PAVEMENT ARE COMPLETE BETWEEN STATION 120+50 AND 126+10. CONSTRUCTION BEYOND THESE LIMITS SHALL NOT CONTINUE UNTIL 2 SOUTHBOUND LANES HAVE BEEN RE-ESTABLISHED AS SHOWN IN STAGE 3A.

STAGE 3A

1. CONSTRUCT REMAINDER OF WATER MAIN AND TWO OUTER SOUTHBOUND LANES ON SKOKIE BOULEVARD.
2. SOUTHBOUND TRAFFIC SHALL BE REDUCED TO ONE LANE NORTH OF OLD ORCHARD ROAD TO CONSTRUCT WATER MAIN BETWEEN OLD ORCHARD ROAD AND CENTRAL STREET.

STAGE 3B-3D

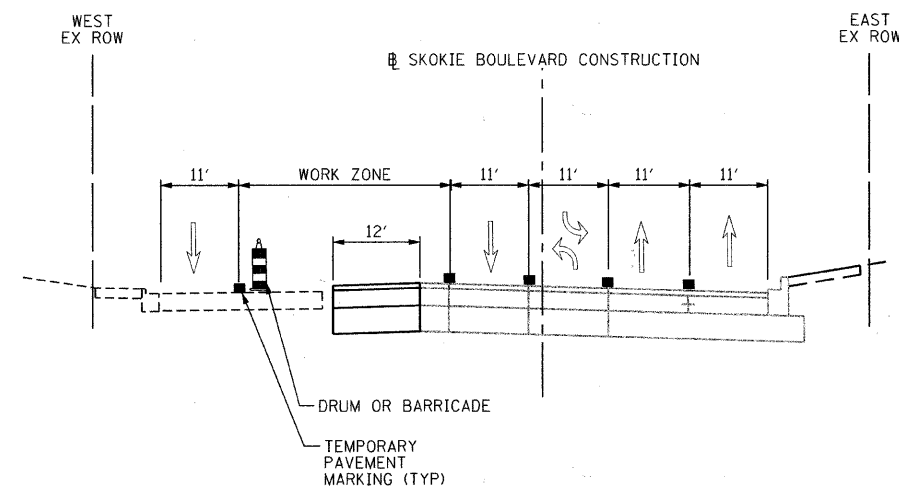
1. CONSTRUCT SECTIONS OF THE SKOKIE BOULEVARD AND OLD ORCHARD ROAD INTERSECTION.
2. SETUP TRAFFIC CONFIGURATIONS AS SHOWN ON TRAFFIC CONTROL PLANS.

STAGE 4A-4E

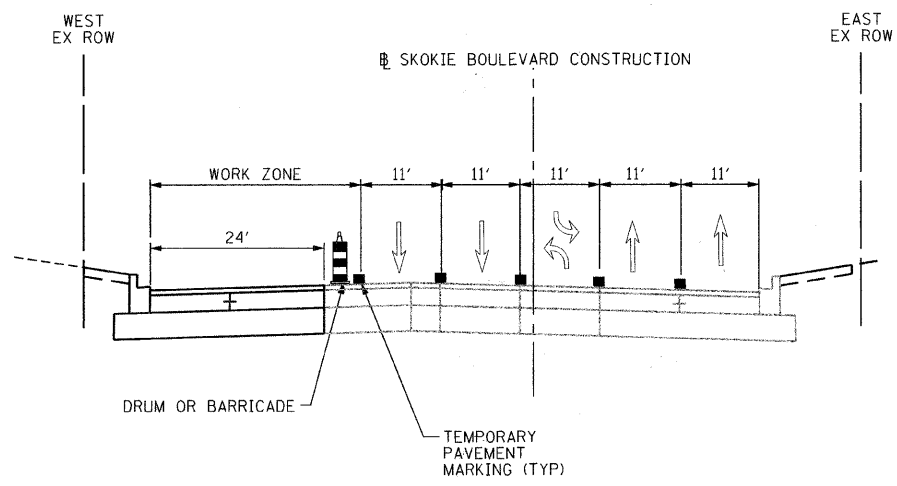
1. CONSTRUCT SECTIONS OF THE SKOKIE BOULEVARD AND OLD ORCHARD ROAD INTERSECTION.
2. SETUP TRAFFIC CONFIGURATIONS AS SHOWN ON TRAFFIC CONTROL PLANS.

STAGE 2D

1. SETUP TRAFFIC CONTROL STRIPING, SIGNS AND BARRICADES FOR SKOKIE BOULEVARD WITH FIVE LANES OF TRAFFIC (TWO THRU LANES IN EACH DIRECTION AND ONE TURN LANE). TWO NORTHBOUND LANES, TURN LANE AND ONE SOUTHBOUND LANE TO BE SHIFTED ON NEWLY CONSTRUCTED PAVEMENT.
2. CONSTRUCT TURN LANES AND SOUTHBOUND LANE ON SKOKIE BOULEVARD.



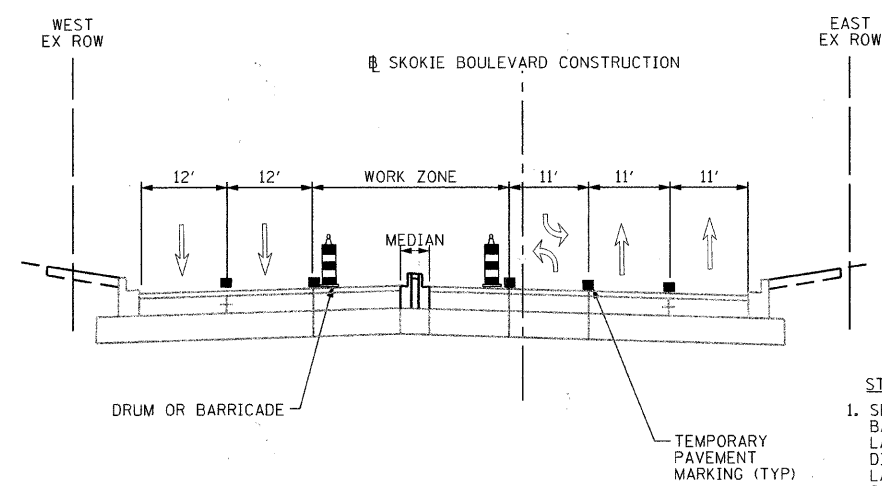
SKOKIE BLVD STAGE 2D TYPICAL SECTION



SKOKIE BLVD STAGE 3A TYPICAL SECTION

STAGE 5

1. SETUP TRAFFIC CONTROL STRIPING, SIGNS AND BARRICADES FOR SKOKIE BOULEVARD WITH FIVE LANES OF TRAFFIC (TWO THRU LANES IN EACH DIRECTION AND ONE TURN LANE). TWO SOUTHBOUND LANES TO BE SHIFTED ON WEST SIDE ON NEWLY CONSTRUCTED PAVEMENT.
2. CONSTRUCT MEDIANS ON SKOKIE BOULEVARD.



SKOKIE BLVD STAGE 5 TYPICAL SECTION

GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS, STATE STANDARDS, STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
3. TYPE II BARRICADES SHALL BE EQUIPPED WITH MONODIRECTIONAL STEADY BURN LIGHTS. WHEN SEPARATING OPPOSING LANES OF TRAFFIC, DELINEATORS AND BARRICADES SHALL BE PLACED AT 25' INTERVALS AND AT 12.5' INTERVALS WITHIN TAPER AND CURVE SECTIONS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. WHEN SEPARATING TRAFFIC FROM CONSTRUCTION, THIS SPACING MAY BE DOUBLED. BARRICADES, 2' IN WIDTH SHALL BE UTILIZED DURING ALL STAGES OF TRAFFIC CONTROL. DIRECTION INDICATOR BARRICADES SHALL BE USED AT ALL TAPERS, SHIFTS AND LANE DROPS.
4. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL OR WORK ZONE PAVEMENT MARKING REMOVAL.
5. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR PLACEMENT AND TWO REPLACEMENTS HAVE BEEN PROVIDED.
6. THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS SHALL ALSO BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING DRAINAGE OF THE ROADWAY DURING ALL STAGES OF CONSTRUCTION. THE COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
8. THE PERMANENT TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED BY THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) UNLESS OTHERWISE INDICATED IN THE PLANS OR SPECIAL PROVISIONS.
9. ALL TRAFFIC CONTROL WARNING SIGNS AND ASSOCIATED SIGNING MOUNTED WITH THE WARNING SIGNS SHALL HAVE BLACK LEGENDS AND BORDERS ON FLOURESCENT ORANGE REFLECTIVE SHEETING.
10. ALL CONSTRUCTION SIGNS, BARRICADES, AND OTHER DEVICES REQUIRED TO CONTROL TRAFFIC SHALL BE FURNISHED, INSTALLED, AND MAINTAINED BY THE CONTRACTOR.
11. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM THE TRAFFIC IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3 INCH X 6 INCH DELINEATOR INSTALLED.
12. TEMPORARY LANE CLOSURES FOR ANY REASON SHALL BE RESTRICTED TO THE WEEKDAY HOURS OF 9:00 AM TO 3:00 PM OR WEEKENDS IF APPROVED BY THE ENGINEER 48 HOURS IN ADVANCE.
13. ALL LANES SHALL BE OPEN TO TRAFFIC BY SATURDAY, NOVEMBER 17TH, 2012 AND NOT CLOSED AGAIN UNTIL MONDAY, JANUARY 7TH, 2013.
14. TRAFFIC CONTROL SHEETS DO NOT SHOW ALL THE SIGNS REQUIRED FOR LANE CLOSURES. REFER TO THE APPROPRIATE HIGHWAY STANDARDS FOR ADDITIONAL SIGNS TO BE PLACED.

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	PLOT DATE = 10/26/2011	CHECKED DWB	REVISED -					CONTRACT NO. 63566				
		DATE 10/26/2011	REVISED -					FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				