

PRE-STAGE 1 (NOT SHOWN)

- INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF BARRINGTON ROAD AND SCHAUMBURG ROAD. (NOTE: THE EXISTING SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE TEMPORARY SIGNALS ARE ACTIVATED.)
- REMOVE EXISTING SIGNAL POLES AND EQUIPMENT.
- TEMPORARILY REMOVE BUS STOP SIGNS FROM THE PROJECT LIMITS. THE CONTRACTOR SHALL COORDINATE THE NEW SIGN LOCATIONS WITH PACE.
- REMOVE EXISTING MEDIANS AND CONSTRUCT TEMPORARY PAVEMENT USING DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701701.
- REMOVE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS.

STAGE 1

- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES. SHIFT TRAFFIC AS INDICATED.
- REMOVE EXISTING CURB AND GUTTER AND DRIVEWAYS AS SHOWN.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES IN CURBLINE AS SHOWN.
- IN ORDER TO REPLACE THE MAINLINE STORM SEWER ON BARRINGTON ROAD, THE SOUTHBOUND RIGHT TURN LANE AT SCHAUMBURG ROAD MAY BE CLOSED TO TRAFFIC FOR A MAXIMUM OF 14 CALENDAR DAYS. ONCE THE TURN LANE IS RE-OPENED THE OUTSIDE THROUGH LANE MAY BE CLOSED TO TRAFFIC TO CONTINUE THE MAINLINE SEWER CONSTRUCTION THROUGH THE HOME DEPOT DRIVEWAY. THIS CLOSURE SHALL BE FOR A MAXIMUM OF 14 CALENDAR DAYS. IF THE ROAD IS NOT RE-OPENED WITHIN THESE TIMES, THE CONTRACTOR WILL BE CHARGED LIQUIDATED DAMAGES, IN ACCORDANCE WITH THE BOE SPECIAL PROVISION. CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED FOR 7 CALENDAR DAYS PRIOR TO THE CLOSURES. THE ENGINEER SHALL APPROVE THE MESSAGE TO BE DISPLAYED. THIS WORK WILL BE PAID FOR AS "CHANGEABLE MESSAGE SIGN", A QUANTITY FOR "TEMPORARY CONCRETE BARRIER" AND "IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3" HAS BEEN INCLUDED FOR USE WHEN DETERMINED NECESSARY BY THE ENGINEER.

- CONSTRUCT CURB AND GUTTER, CONCRETE BASE COURSE, SIDEWALK AND ENTRANCES AS SHOWN.

STAGE 1A AND 1B

- IMPLEMENT HOLMES WAY EASTBOUND DETOUR.
- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES ON HOLMES WAY.
- REMOVE EXISTING CURB AND GUTTER AND PAVEMENT ON WEST LEG OF HOLMES WAY.
- CONSTRUCT SEWERS AND DRAINAGE STRUCTURES, AND CONSTRUCT BASE COURSE AND BINDER COURSE ON WEST LEG OF HOLMES WAY.
- REMOVE HOLMES WAY EASTBOUND DETOUR AFTER WEST LEG IS COMPLETE.

STAGE 2

- MILL EXISTING PAVEMENT AND PLACE LEVELING BINDER AND BINDER WITHIN LIMITS OF STAGE 1 WIDENING AND EXISTING PAVEMENT, MAINTAINING TRAFFIC PER STANDARD 701606.
- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES. ADJUST TEMPORARY TRAFFIC SIGNALS AND SHIFT TRAFFIC AS INDICATED.
- REMOVE EXISTING CURB AND GUTTER AND DRIVEWAYS AS SHOWN.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES IN CURBLINE AS SHOWN.
- CONSTRUCT CURB AND GUTTER, CONCRETE BASE COURSE, SIDEWALK AND ENTRANCES AS SHOWN.
- MILL EXISTING PAVEMENT ON BARRINGTON ROAD, MAINTAINING TRAFFIC PER STANDARD 701606.
- PLACE LEVELING BINDER AND BINDER COURSE WITHIN STAGE 2 WIDENING.
- PLACE TOPSOIL AND SOD.

STAGE 3

- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS, AND BARRICADES. ADJUST TEMPORARY TRAFFIC SIGNALS AND SHIFT TRAFFIC AS INDICATED.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES IN THE MEDIANS OF BARRINGTON ROAD AND SCHAUMBURG ROAD.
- CONSTRUCT MEDIANS AND BASE COURSE.
- PLACE REMAINING BINDER COURSE.
- INSTALL PROPOSED STREET LIGHTING.
- INSTALL AND ACTIVATE TRAFFIC SIGNALS AT THE INTERSECTION OF BARRINGTON ROAD / SCHAUMBURG ROAD AND AT BARRINGTON ROAD / HOLMES WAY. (NOTE: THE TEMPORARY SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE PERMANENT SIGNALS ARE ACTIVATED.)
- PLACE TEMPORARY PAVEMENT MARKINGS MATCHING THE PERMANENT STRIPING.

STAGE 4 (NOT SHOWN)

- COMPLETE ALL LANDSCAPING.
- PLACE SURFACE COURSE TO FINISHED GRADE, MAINTAINING TRAFFIC PER STANDARD 701606.
- PLACE PERMANENT PAVEMENT MARKINGS, RAISED REFLECTIVE PAVEMENT MARKERS AND SIGNS.
- REMOVE CONSTRUCTION SIGNS AND OPEN ALL LANES TO TRAFFIC.

TEMPORARY PAVEMENT FOR ALL STAGES SHALL CONSIST OF THE FOLLOWING:
 2" HMA SURFACE COURSE, MIX D, N50
 8" TEMP PAVEMENT (HMA BINDER IL-19 mm)
 OR
 8" PORTLAND CEMENT CONCRETE BASE COURSE

ACCESS MAINTENANCE NOTES

MAINTAINING ACCESS TO DRIVEWAYS IS OF THE UTMOST IMPORTANCE TO THE VILLAGE. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING THE CONSTRUCTION OF DRIVEWAYS. THE CONTRACTOR SHALL FOLLOW THESE PROCEDURES TO ENSURE PROPER DRIVEWAY ACCESS WHEN DIRECTED BY THE ENGINEER:

- THE CONTRACTOR SHALL WORK WITH ADJACENT BUSINESS OWNERS TO DETERMINE DRIVEWAY RECONSTRUCTION SCHEDULING. ALL DRIVEWAY CLOSURES SHALL BE APPROVED BY THE ENGINEER.
- TEMPORARY DRIVES SHALL BE CONSTRUCTED USING 100% RECYCLED ASPHALT PAVEMENT. THE WIDTH OF THE DRIVE SHALL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL NOTE THAT THE TEMPORARY DRIVEWAY WIDTH MAY EXCEED THE WIDTH OF THE EXISTING DRIVEWAY.
 THE COST OF PLACING, MAINTAINING AND REMOVING TEMPORARY DRIVES SHALL BE INCLUDED IN THE COST OF "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)".
- A 4" PVC DRAIN SHALL BE PLACED UNDER TEMPORARY DRIVES TO PROVIDE POSITIVE DRAINAGE WHEN THE ROADWAY IS EXCAVATED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "DRIVEWAY PAVEMENT REMOVAL".
- QUANTITIES FOR HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE BASE COURSE AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) HAVE BEEN INCLUDED FOR USE IN FRONT OF THE DRIVEWAYS IN ORDER TO EXPEDITE THE COMPLETION OF THIS WORK. THESE ITEMS SHALL ONLY BE USED WHEN APPROVED BY THE ENGINEER.
- ALL BARRICADES REQUIRED TO SUB-STAGE DRIVEWAY CONSTRUCTION AND MAINTAIN ACCESS TO DRIVEWAYS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- WHEN FULL CLOSURE OF DRIVEWAYS IS ALLOWED AS NOTED IN THE TABLE BELOW, THE LEFT TURN LANES SHALL BE CLOSED USING TYPE II DRUMS, AND NO LEFT TURN (R3-2) SIGNS AS DIRECTED BY THE ENGINEER. UPON COMPLETION OF THE DRIVEWAY, THE LEFT TURN LANE SHALL BE RE-OPENED, UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- WHEN FULL CLOSURE OF DRIVEWAYS IS ALLOWED AS NOTED IN THE TABLE BELOW, THE MAXIMUM LENGTH OF CLOSURE SHALL BE TWO WEEKS. IF THE CONTRACTOR FAILS TO RE-OPEN THE DRIVEWAY WITHIN THIS PERIOD, A TRAFFIC CONTROL DEFICIENCY DEDUCTION SHALL BE ASSESSED FOR EACH DAY THE DRIVEWAY REMAINS CLOSED.

SIDEWALK MAINTENANCE NOTE

- THE SIDEWALK ON ONE SIDE OF THE STREET MUST REMAIN OPEN AND ACCESSIBLE AT ALL TIMES. SIGNING DIRECTING PEDESTRIANS TO THE OPEN SIDEWALK SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 701801-05. THE REQUIRED SIGNING SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- TEMPORARY AGGREGATE REQUIRED TO MAINTAIN PEDESTRIAN ACCESS ACROSS THE WORKZONE SHALL BE INCLUDED IN THE COST OF "TEMPORARY ACCESS (ROAD)".

SEQUENCE OF DRIVEWAY CONSTRUCTION

BARRINGTON ROAD			
STAGE 2	STA. 206+47, RT	MAY NOT BE CLOSED AT THE SAME TIME AS STA. 210+21, RT (BARRINGTON).	
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STAGE 2	STA. 223+20, RT	MAY NOT BE CLOSED AT THE SAME TIME AS STA. 304+76, RT (HOLMES).	
STAGE 1	STA. 223+20, LT	PRIOR TO CLOSING THIS DRIVEWAY, STA. 36+05, LT (SCHAUMBURG) MUST BE CONSTRUCTED AND OPEN.	
HOLMES WAY			
	STA. 304+76, RT	MAY NOT BE CLOSED AT THE SAME TIME AS STA. 223+20, RT (BARRINGTON).	
SCHAUMBURG ROAD			
STAGE 2	STA. 35+84, RT	STAGE CONSTRUCT TO MAINTAIN TWO-WAY TRAFFIC.	
STAGE 1	STA. 36+05, LT	MUST BE CONSTRUCTED AND OPEN PRIOR TO CLOSING STA. 223+20, LT (BARRINGTON).	
STAGE 2	STA. 48+70, RT	MAY NOT BE CLOSED AT THE SAME TIME AS STA. 210+21, RT (BARRINGTON).	
STAGE 1	STA. 48+70, LT	PRIOR TO CLOSING THIS DRIVEWAY, STA. 51+58, LT (SCHAUMBURG) MUST BE CONSTRUCTED AND OPEN.	
STAGE 1	STA. 51+58, LT	MUST BE CONSTRUCTED AND OPEN PRIOR TO CLOSING STA. 48+70, LT (SCHAUMBURG).	

*ADDITIONAL QUANTITY OF CHANGEABLE MESSAGE SIGN HAS BEEN INCLUDED TO DIRECT TRAFFIC TO ALTERNATE DRIVEWAY ENTRANCES.

TEMPORARY DRAINAGE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TEMPORARY DRAINAGE OF THE PAVEMENT FOR THE DURATION OF THE PROJECT. THIS MAY REQUIRE THE GAPPING OF SECTIONS OF CURB AND GUTTER, GAPPING OF SECTIONS OF PCC BASE COURSE, DELAYING THE PLACEMENT OF FRAMES AND GRATES, AND/OR PLACING FRAMES AND GRATES AT LOWER ELEVATIONS AND ADJUSTING THEM TO FINAL GRADES DURING A SECOND OPERATION IN ORDER TO DRAIN LOW POINTS OF THE ROADWAY TO THE STORM SEWER SYSTEM. DURING THE TIME THAT THE NEW FRAMES AND GRATES, CURB AND GUTTER, AND PCC BASE COURSE HAVE BEEN PLACED, BUT PRIOR TO PLACEMENT OF THE LEVELING BINDER AND BINDER, THE CONTRACTOR SHALL PUMP ANY AREAS OF THE PAVEMENT THAT WILL NOT DRAIN. ALL WORK REQUIRED TO MAINTAIN TEMPORARY DRAINAGE SHALL BE INCLUDED IN THE COST OF THE PCC BASE COURSE, CURB AND GUTTER, AND DRAINAGE ITEMS CONSTRUCTED.

DROP-OFF REQUIREMENTS

WHEN WORKING ADJACENT TO THE ROAD, DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701701 SHALL BE ALLOWED BETWEEN THE HOURS OF 9:00AM AND 3:00 PM. DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. DROP-OFFS GREATER THAN 18" WILL NOT BE ALLOWED WHEN TRAFFIC IS PRESENT IN THE ADJACENT LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE WIDENING DURING THE HOURS THAT THE ADJACENT LANE IS CLOSED, AS NOTED ABOVE. PRIOR TO RE-OPENING THE LANE TO TRAFFIC THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN 18". THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME LIMIT OF THE DAILY LANE CLOSURE. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT.

NEW LANES
OPEN
STOP HERE

SPECIAL
48"x36"

TO BE PLACED ON SIDE ROADS AND DRIVEWAYS IN STAGE 3
 LETTERS SHALL BE 6" HEIGHT.
 BORDER SHALL BE 4" SPACE.
 TEXT LINE SPACING SHALL BE 5".

FRESH OIL W21-2 48"x48"
 DATE XX-XX-XX 9"x30"

BUMP W8-1 30"x30"
 TO BE PLACED AS DIRECTED BY THE ENGINEER

MAINTENANCE OF TRAFFIC GENERAL NOTES

- TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- ALL CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
- ALL SIGNS SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A J.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
- BARRICADES WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS WILL BE REQUIRED ADJACENT TO PAVEMENT EDGES WHERE WIDENING, CURB AND GUTTER OR OVERLAYING WORK IS BEING DONE, AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS. SPACING SHALL BE AS SHOWN ON THE CONSTRUCTION STAGING PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOPS OF THE BARRICADES ARE IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.
- ALL BARRICADES OR DRUMS AT LANE DIVERSIONS WITHIN TAPER SECTIONS SHALL HAVE DIRECTION INDICATOR PANELS.
- BARRICADES OR DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 25' ALONG TAPERS AND 10' AROUND RADIUS.
- DRUMS SHALL HAVE ALTERNATING REFLECTORIZED TYPE AA OR TYPE AP FLUORESCENT ORANGE AND REFLECTORIZED WHITE HORIZONTAL, CIRCUMFERENTIAL STRIPES.
- DRUMS AND BARRICADES SHALL MEET THE REQUIREMENTS OF THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 AND THE SUPPLEMENTAL SPECIAL PROVISION "WORK ZONE TRAFFIC CONTROL DEVICES".
- TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
- THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST TWO WEEKS IN ADVANCE OF THE CHANGE.
- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED. ANY DAMAGE CAUSED BY HIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- THE FIRST TWO WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
- EXCEPT FOR APPROVED CLOSURES AS DEPICTED ON THE MAINTENANCE OF TRAFFIC PLANS, ALL ROADS SHALL BE KEPT OPEN TO TRAFFIC DURING THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR MAY CLOSE ONE LANE OF TRAFFIC (BECAUSE OF CONSTRUCTION) ONLY BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM.
 WHEN NECESSARY TO CLOSE ONE LANE OF THE ROADWAY ON TWO-LANE ROADS, THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC DURING THE RESTRICTED HOURS WITH THE USE OF SIGNS AND FLAGGERS AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. WHEN NECESSARY TO CLOSE ONE LANE OF THE ROADWAY ON FOUR-LANE ROADS, THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC DURING THE RESTRICTED HOURS WITH THE USE OF SIGNS AND BARRICADES AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. ALL EXISTING LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED BETWEEN 3:00 PM AND 9:00 AM WHEN NO CONSTRUCTION ACTIVITIES ARE BEING CARRIED ON. THE ENGINEER MAY WAIVE THE LANE CLOSURE TIME RESTRICTION AT HIS DISCRETION. THE CONTRACTOR SHALL LIMIT ANY DROP-OFF BETWEEN LANES TO 1 1/2" DURING ANY OVERNIGHT PERIOD.
- "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGN MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
- "FRESH OIL" SIGNS (W21-2-4848) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- THE CONTRACTOR SHALL ERECT TEMPORARY STREET NAME SIGNS ON METAL POSTS THROUGHOUT CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- TEMPORARY PAVEMENT MARKING TAPE SHALL BE USED ON ALL SURFACES OUTSIDE OF THE PROJECT LIMITS AND ON THE FINAL PAVEMENT SURFACE. THIS WORK SHALL BE PAID FOR AS "WET REFLECTIVE TEMPORARY TAPE TYPE III" OF THE SIZE SPECIFIED.
- ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)". QUANTITIES FOR SHORT-TERM PAVEMENT MARKINGS, TEMPORARY PAVEMENT MARKINGS, AND WORK ZONE PAVEMENT MARKING REMOVAL ARE NOT INCLUDED IN THE ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)" AND SHALL BE MEASURED SEPARATELY FOR PAYMENT.
- A TOTAL QUANTITY OF FOUR EACH FOR "TEMPORARY ACCESS (ROAD)" HAS BEEN INCLUDED FOR USE IN PROVIDING PEDESTRIAN ACCESS ACROSS THE CONSTRUCTION AT THE INTERSECTION OF BARRINGTON ROAD AND SCHAUMBURG ROAD AND THE INTERSECTION OF BARRINGTON ROAD AND HOLMES WAY.
- THE "ROAD CLOSED" (R11-2) SIGNS SHALL BE MOUNTED ON THE TYPE III BARRICADES. ALL TYPE III BARRICADES SHALL HAVE 2 AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINES OF THE SUPPORTS.
- THE "NEW LANES OPEN STOP HERE" SIGNS SHALL BE PLACED AT ALL DRIVEWAYS AND SIDEROADS WHEN DIRECTED BY THE ENGINEER. THE SIGNS SHALL REMOVED WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- ALL TRAFFIC CONTROL REQUIRED BETWEEN THE CONTRACT COMPLETION DATE AND THE END OF GUARANTEED WORKING DAYS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".