

**GENERAL TRAFFIC CONTROL NOTES**

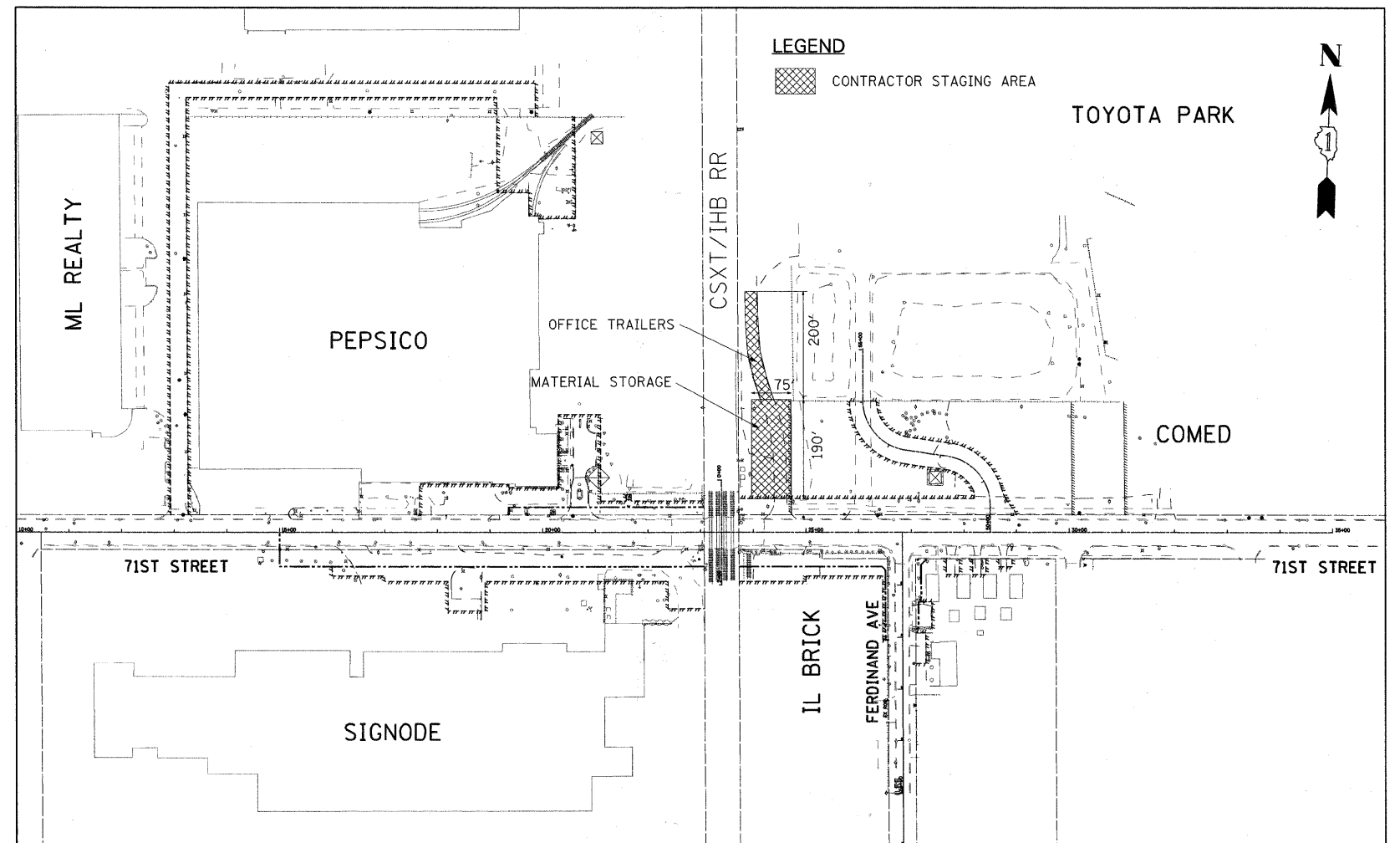
- ALL THE TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE TRAFFIC CONTROL PLANS OR THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED.
- PRIOR TO THE ROADWAY CLOSURE OF 71ST STREET, SINGLE LANE CLOSURES ALONG 71ST ARE PERMITTED SUBJECT TO THE APPROVAL OF THE ENGINEER AND IN ACCORDANCE WITH THE HIGHWAY STANDARDS. MAINTAIN THREE LANES OF TRAFFIC FOR ALL STADIUM EVENTS AND A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL OTHER TIMES. LANE WIDTHS ALONG 71ST STREET MUST BE A MINIMUM OF 11 FEET.
- A MINIMUM OF ONE TRAFFIC LANE SHALL BE KEPT OPEN ON ALL ADJACENT CROSS STREETS AT ALL TIMES UNLESS A FULL CLOSURE OF THE ROADWAY IS PERMITTED. IF ANY THROUGH LANE OF ANY SIDE STREET MUST BE CLOSED AT ANY TIME DUE TO CONSTRUCTION, IT SHALL BE APPROVED ONLY FOR SHORT DURATIONS, DURING NON-PEAK TRAFFIC TIMES. THESE CLOSURES MUST BE APPROVED BY THE ENGINEER. LANE WIDTHS ALONG CROSS STREETS MUST BE A MINIMUM OF 10 FEET.
- FOR SIDE STREETS AND DRIVEWAYS, TEMPORARY BITUMINOUS RAMPS SHALL BE INSTALLED BETWEEN THE EXISTING AND NEW PAVEMENTS. REMOVAL OF THESE BITUMINOUS RAMPS SHALL BE INCLUDED IN THE COST OF RAMP INSTALLATION.
- INCIDENTAL BITUMINOUS SURFACE SHALL BE UTILIZED FOR TEMPORARY TAPERS OR RAMPS TO SMOOTH THE TRANSITION BETWEEN THE DIFFERENTIAL ELEVATIONS CAUSED BY STAGED CONSTRUCTION BETWEEN THE NEW CONSTRUCTION AND THE EXISTING PAVEMENT.
- AGGREGATE SURFACE COURSE, TYPE B SHALL BE USED TO MAINTAIN ACCESS FOR TEMPORARY ROADS OR ENTRANCES IN ACCORDANCE WITH ARTICLE 402.10.
- BARRICADES, TEMPORARY CONCRETE BARRIER AND TEMPORARY CHAIN LINK FENCE WILL BE USED ONLY AS SHOWN ON THE DRAWINGS OR AS DIRECTED BY THE ENGINEER.
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER.
- REMOVE ANY EXISTING PAVEMENT MARKINGS AS REQUIRED IF IN CONFLICT WITH THE TEMPORARY PAVEMENT MARKINGS FOR TRAFFIC CONTROL AND PROTECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. CONFLICTING PAVEMENT MARKING SHALL BE GROUND OUT. ON ASPHALT SURFACES THE GRIND MARK SHALL THEN BE PAINTED BLACK.
- THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS DURING THE VARIOUS STAGES OF CONSTRUCTION (ALL STRIPING SHALL CONFORM TO IDOT STANDARDS):
  - 4" - YELLOW - LEFT SIDE LANE EDGE LINE (MUST BE USED WITH DRUM OR TYPE II BARRICADE)
  - 4" - DOUBLE YELLOW - MEDIANS FULLY STRIPED OUT, AND BETWEEN OPPOSING LANES
  - 4" - WHITE SKIP-DASH (30' SKIP - 10' DASH) - LANE LINES, BETWEEN LANES IN SAME DIRECTION
  - 6" - WHITE LANE LINE - STORAGE AREAS OF LEFT-TURN AND RIGHT-TURN LANES
  - 6" - WHITE SKIP-DASH (6' SKIP - 2' DASH) - EXTENSIONS OF LEFT-TURN AND RIGHT-TURN BAYS
  - 12" - YELLOW DIAGONALS (20' C-C) - MEDIANS, GORES, TRAFFIC SIDE OF TWO-WAY LEFT-TURN CHANNELIZATION
  - 24" - WHITE STOP BAR - ALL LOCATIONS
- TEMPORARY PAVEMENT MARKINGS FOR STOP BARS SHALL BE PLACED 4 FEET IN ADVANCE OF STOP SIGNS, OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCTION SIGNS SHALL BE COVERED WHEN NOT APPLICABLE.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE INFORMATION SIGNS ON TEMPORARY SUPPORTS FOR DRIVEWAYS. THESE SIGNS SHALL BE WHITE OR GREEN IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL PROVIDE TWO CHANGEABLE MESSAGE SIGNS (ONE AT EACH END OF 71ST ST) THAT WILL OPERATE THROUGHOUT THE DURATION OF THE PROJECT.
- THE COST OF ALL WORK DESCRIBED ABOVE WILL BE CONSIDERED INCLUDED IN "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" UNLESS OTHERWISE NOTED OR INCLUDED IN THE SCHEDULE OF QUANTITIES.

**CONSTRUCTION STAGING NOTES**

- ALL WORK SHALL BE DONE ACCORDING TO THE DETAILS IN THE PLANS AND USING THE APPROPRIATE HIGHWAY STANDARDS.
- THE VILLAGE OF BRIDGEVIEW WILL PERFORM SNOW REMOVAL FOR LEGALLY OPEN ROADWAYS. IF THE CONTRACTOR CLOSES A LANE(S) OF A ROADWAY, THEY WILL BE RESPONSIBLE FOR THE SNOW REMOVAL UNTIL SUCH TIME THAT THE LANE(S) CAN BE REOPENED. THE CONTRACTOR MUST REMOVE ANY ACCUMULATED SNOW PRIOR TO REOPENING THE LANE(S).
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ACTIVE FIRE HYDRANTS AND OTHER EMERGENCY FACILITIES WITHIN THE PROJECT LIMITS.
- EXCAVATION FOR CONSTRUCTION ON BOTH SIDES OF THE PAVEMENT CARRYING LIVE VEHICULAR TRAFFIC AT ANY ONE LOCATION AT THE SAME TIME WILL NOT BE PERMITTED SUBJECT TO THE APPROVAL OF THE ENGINEER.
- CONSTRUCTION MATERIALS OR EQUIPMENT CANNOT BE STORED IN CONSTRUCTION WORK ZONES UNLESS APPROVED BY THE ENGINEER. MATERIALS AND EQUIPMENT MUST BE STORED IN THE AREAS DESIGNATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL SUBMIT A SCHEDULE AND STAGING PLAN FOR EACH AREA OF WORK FOR APPROVAL BY THE ENGINEER. SCHEDULE AND STAGING PLAN MUST BE APPROVED PRIOR TO THE START OF WORK IN EACH AREA.

**TEMPORARY CONCRETE BARRIER NOTES**

- TEMPORARY CONCRETE BARRIER MUST CONFORM TO IDOT HIGHWAY STANDARD 704001.
- TEMPORARY CONCRETE BARRIER UNITS PLACED ON RIGID PAVEMENT OR SIDEWALK SURFACES MUST BE SEATED WITH STYROFOAM PADS. UNITS PLACED ON FLEXIBLE PAVEMENTS MUST BE SECURED WITH DOWEL BARS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOWEL BARS MUST BE 1-INCH IN DIAMETER, AT LEAST 12-INCHES LONG, MUST BE EMBEDDED AT LEAST 8-INCHES IN THE BASE MATERIAL, AND MUST NOT PROJECT ABOVE THE OUTER SURFACE OF THE BARRIER. AFTER BAR REMOVAL, ALL HOLES IN THE BASE MUST BE GROUT FILLED. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE COST OF TEMPORARY CONCRETE BARRIER.



CONTRACTOR STAGING AREA

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USER NAME = marcj	DESIGNED - TJW	REVISED -
PLOT SCALE = 1/8"=20' / IN.	DRAWN - JWM	REVISED -
PLOT DATE = 1/28/2011	CHECKED -	REVISED -
	DATE - JANUARY 7, 2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL GENERAL NOTES**

SCALE: 1"=150' SHEET NO. 1 OF 1 SHEETS STA TO STA

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	06-00050-00-GS	COOK	209	26
CONTRACT NO. 63556				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CRE-9003709				