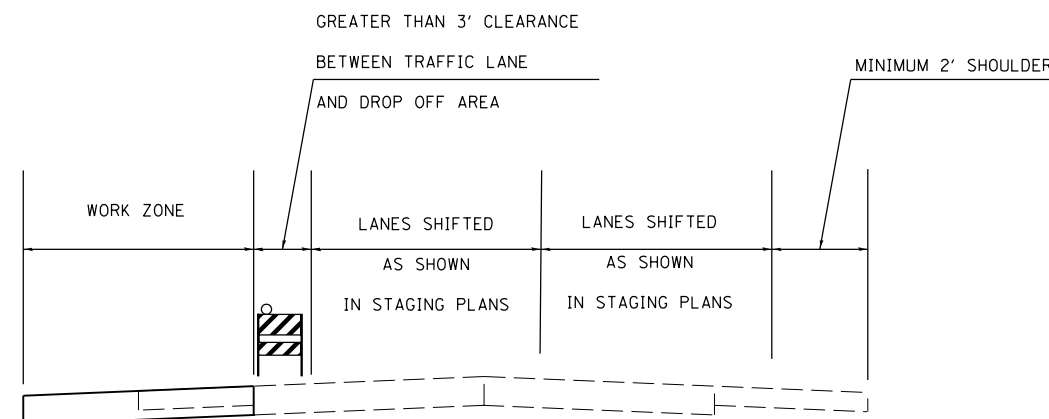


# STAGING GENERAL NOTES:

1. ALL TRAFFIC CONTROL FOR WORK SHOWN IN STAGING PLAN SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, SPECIAL.
2. THE NUMBER OF FLAGGERS FOR EACH STAGE SHALL BE AS SHOWN IN THE APPLICABLE HIGHWAY STANDARDS. ADDITIONAL FLAGGERS SHALL BE PAID FOR ACCORDING TO SECTION 109.04.
3. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE NECESSARY ARE DIRECTED BY THE ENGINEER.
4. CONFLICTING PAVEMENT MARKING SHALL BE COVERED WITH TYPE III TEMPORARY TAPE, BLACK.
5. SEE SPECIAL PROVISIONS FOR LANE CLOSURE DETAILS.
6. IF PAVEMENT DROP-OFF IS TO REMAIN ADJACENT TO A LIVE TRAFFIC LANE BARRICADES WITH PIPE EXTENSIONS SHALL BE USED TO ACHIEVE THE CORRECT ELEVATION. REFER TO DROP OFF PROTECTION CHART.
7. ADD "NO LEFT TURN" SIGN WHEN LEFT TURN BAY IS CLOSED ON ILLINOIS 13.
8. SHAWNEE TRAIL SHALL BE CLOSED TO TRAFFIC ACCORDING TO THE "SHAWNEE TRAIL CLOSURE" SPECIAL PROVISION AND BLR 21 AND PAID FOR AS TRAFFIC CONTROL AND PROTECTION, SPECIAL.

## DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER / EDGE OF PAVEMENT FIG 55.2B FROM CHAPTER 55 (BDE MANUAL, 2010)

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



### NOTES:

- (1) PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING 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 (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER **HIGHWAY STANDARD 701901**.
- (3) PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE FULLY VISIBLE.
- (4) LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGEMENT INDICATES SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.
- (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, BASED ON ENGINEERING JUDGEMENT.

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING GENERAL NOTES SHEET</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\id\puf\fer\0278330\DX\staging.dgn		DRAWN -	REVISED -					331	(1-4)R-3,N-5	WILLIAMSON	91	27
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78280				
	PLOT DATE = 2/5/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							