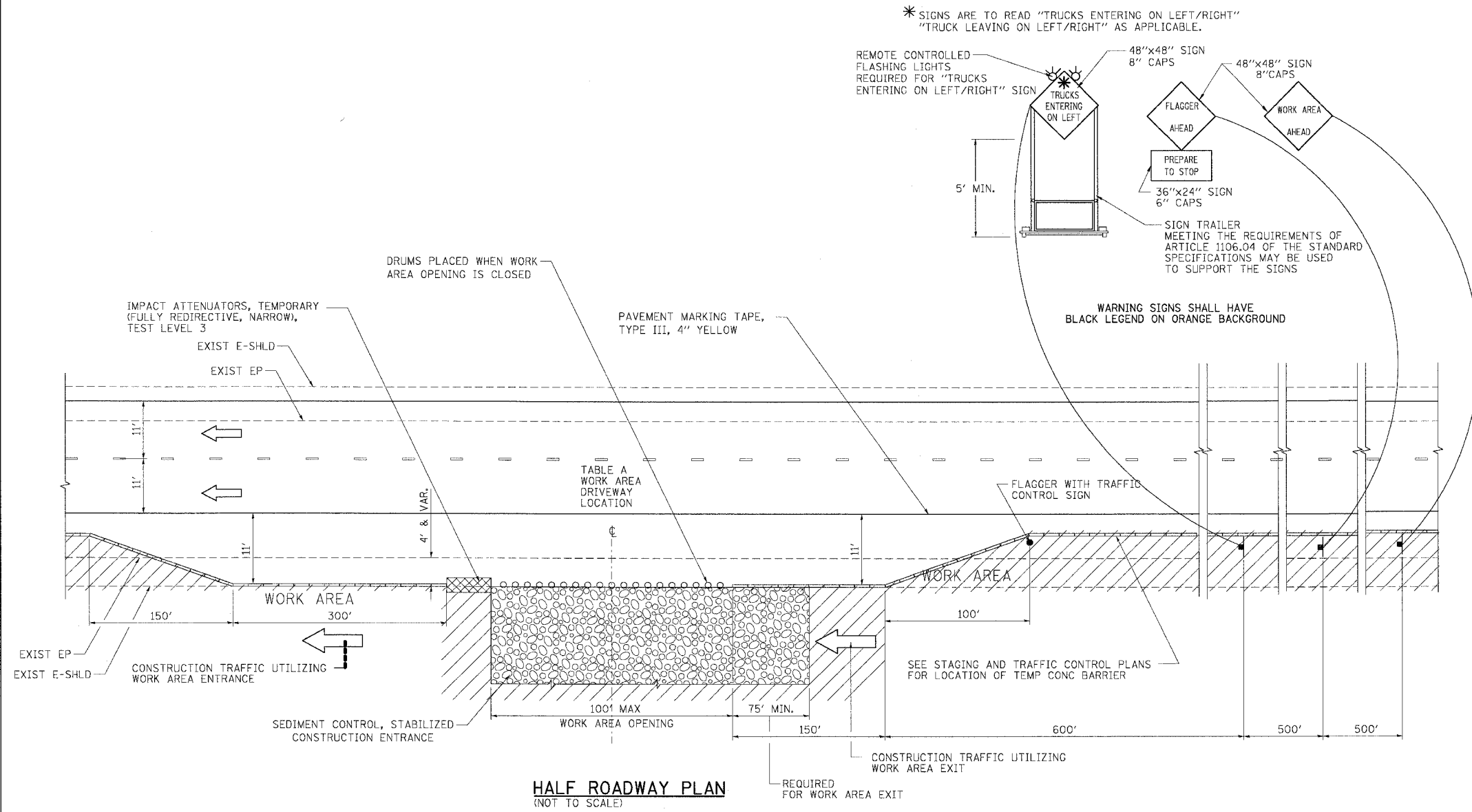


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS	WILL	334	135
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

TABLE A WORK AREA LOCATIONS	
SUGGESTED SOUTH BOUND STATION	SUGGESTED NORTH BOUND STATION
STA 241+00	STA 237+00
STA 298+00	STA 286+00
STA 359+00	STA 348+00



\* SIGNS ARE TO READ "TRUCKS ENTERING ON LEFT/RIGHT"  
"TRUCK LEAVING ON LEFT/RIGHT" AS APPLICABLE.

WARNING SIGNS SHALL HAVE  
BLACK LEGEND ON ORANGE BACKGROUND

**NOTES**

1. THE "FLAGGER AHEAD" AND "TRUCKS ENTERING OR TRUCKS LEAVING ON LEFT/RIGHT" SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN THE FLAGGING OPERATION CEASES.
2. THE FLASHING LIGHTS SHALL MEET THE REQUIREMENTS OF ARTICLE 702.05(c) AND BE OPERATED BY THE FLAGGER REMOTELY. THE LIGHTS SHALL BE FLASHING ONLY WHEN A VEHICLE IS ENTERING THE EXPRESSWAY.
3. WORK AREA EXIT OPENINGS SHALL BE LOCATED A MINIMUM OF ONE HALF MILE APART. WORK AREA EXIT OPENINGS AND WORK AREA ENTRANCE OPENINGS SHALL BE LOCATED A MINIMUM OF 2,300' APART. WORK AREA OPENINGS MAY BE LOCATED A MINIMUM OF 3,200' BEFORE EMERGENCY PULLOUT LOCATIONS (BASED ON THE DIRECTION OF TRAFFIC) AND A MINIMUM OF 2,100' AFTER EMERGENCY PULLOUT LOCATIONS (BASED ON THE DIRECTION OF TRAFFIC). WORK AREA OPENINGS INTO THE MEDIAN FROM BOTH DIRECTIONS OF TRAFFIC SHALL NOT BE PLACED DIRECTLY ACROSS FROM EACH OTHER. WORK AREA OPENINGS INSTALLED DURING STAGE I CONSTRUCTION MAY BE LOCATED AS SHOWN IN TABLE A. THE WORK AREA OPENING LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. ALL CONSTRUCTION VEHICLES SHALL EXIT THE WORK AREA AT A WORK AREA OPENING.
5. ALL CONSTRUCTION VEHICLES SHALL ENTER THE WORK AREA AT A WORK AREA ENTRANCE OPENING AND SHALL USE THEIR TURN SIGNALS TO WARN MOTORISTS.
6. THE CONTRACTOR SHALL PLACE DRUMS WITH STEADY BURNING MONODIRECTIONAL LIGHTS, SPACED AT 10' CENTERS, ACROSS THE WORK AREA OPENING WHEN THE WORK AREA OPENING IS CLOSED. THE COSTS OF INSTALLING, MAINTAINING AND REMOVING THESE DRUMS AND SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
7. WORK AREA OPENINGS SHALL NOT BE SIMULTANEOUSLY USED AS A WORK AREA ENTRANCE AND A WORK AREA EXIT.
8. THE CONTRACTOR SHALL CLOSE THE WORK AREA OPENING WHEN REVISING THE SIGNING FROM AN ENTRANCE TO AN EXIT AND FROM AN EXIT TO AN ENTRANCE.
9. A FLAGGER IS REQUIRED AT ALL TIMES UNLESS THE WORK AREA OPENING IS CLOSED. THE COST OF THE FLAGGER WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)".
10. SEE STAGING AND TRAFFIC CONTROL DETAIL FOR EMERGENCY PULLOUT AND EROSION AND SEDIMENT CONTROL DETAIL FOR STABILIZED CONSTRUCTION ENTRANCE.

**LEGEND:**

- FLAGGER WITH TRAFFIC CONTROL SIGN
- ← DIRECTION OF TRAFFIC
- ⊣ SIGN ON SUPPORT
- DRUM W/ MONODIRECTIONAL STEADY BURN LIGHT
- TBT = TRAFFIC BARRIER TERMINAL
- TCB = TEMPORARY CONCRETE BARRIER
- ▨ WORK AREA
- ▩ IMPACT ATTENUATOR

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI ROUTE 55 (I-80 TO BLACK ROAD)  
WIDENING AND RESURFACING

**STAGING AND TRAFFIC CONTROL  
DETAIL FOR WORK AREA  
ENTRANCE/EXIT**

SCALE: N.T.S. DRAWN BY SEB  
DATE 02/23/07 CHECKED BY DDH

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

PLOT DATE = 02/23/07  
 FILE NAME = 02FILE19  
 PLOT SCALE = 0.5000  
 USER NAME = 005019  
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