

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR MUST COORDINATE ALL LANE CLOSURES WITH THE ENGINEER.
2. SEE SPECIAL PROVISIONS FOR PROTECTION AND COORDINATION REQUIRED WITH THE CHICAGO TRANSIT AUTHORITY.
3. ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON THE DAN RYAN EXPRESSWAY AND RAMPS IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THIS CONTRACT DRAWINGS IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS), AND WILL NOT BE PAID FOR SEPARATELY.
4. ALL EXISTING DRAINAGE STRUCTURE LIDS AND GRATES SHALL BE SECURED TO THE SATISFACTION OF THE ENGINEER AT LOCATIONS WHERE TRAFFIC IS LOCATED ON THE SHOULDERS. SECURING OF THE LIDS AND GRATES WILL NOT BE PAID FOR SEPARATELY AND IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
5. THE CONTRACTOR MUST COORDINATE WORK WITH IDOT CONTRACTS 62581, 62583, 62593, 60A62, 62985, 62986, 60B17 AND 62302.
6. TRAFFIC CONTROL FOR THE DAN RYAN LOCAL LANES, EXPRESS LANES, AND ALL RAMPS AS DETAILED HEREIN WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS). TRAFFIC CONTROL FOR THE LOCAL STREETS SUCH AS WELLS, WENTWORTH, LA SALLE, LAFAYETTE AND STATE WILL PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
7. LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE INCLUDED IDOT STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS.
8. ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES SHALL HAVE THE REFLECTIVE LENSES REMOVED, AS DIRECTED BY THE ENGINEER, AND REPLACED AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE RAISED REFLECTIVE PAVEMENT MARKER LENSES IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
9. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL WILL BE MEASURED IN SQUARE FEET AND PAID FOR AS PAVEMENT MARKING REMOVAL.
10. ALL DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LIGHTS. CONES WILL NOT BE ALLOWED, UNLESS NOTED. DRUM SPACINGS SHALL BE 50' CENTER TO CENTER ALONG THE DAN RYAN AND 25' C-C AT ALL RAMP LOCATIONS. DRUMS SHALL BE PLACED AT 100' C-C AT LOCATIONS OF FULL SHOULDER WIDTH.
11. ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED, AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED/OVERHEAD SIGNS SHALL BE NON-DESTRUCTIVE IN NATURE AND WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) / (SPECIAL).
12. MONODIRECTIONAL PRISMATIC BARRIER REFLECTORS SHALL BE PLACED ON ALL TEMPORARY CONCRETE BARRIER WALL AS INDICATED IN THE SPECIAL PROVISIONS.
13. THE BASE OF THE TEMPORARY CONCRETE BARRIER ON THE EXPRESSWAY LANES SHALL BE MARKED WITH A 6" LINE AS DESCRIBED IN THE SPECIAL PROVISION FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS). THESE MARKINGS WILL BE MEASURED IN LINEAR FEET AND PAID FOR AS TEMPORARY PAVEMENT MARKING, LINE 6".
14. AT LOCATIONS WHERE A HAZARD EXISTS WITHIN 4.0 FEET OF THE TEMPORARY CONCRETE BARRIER, THE BARRIER SHALL BE ANCHORED TO THE PAVEMENT. ANCHORING OF THE TEMPORARY CONCRETE BARRIER WILL NOT BE MEASURED FOR PAYMENT BUT IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY CONCRETE BARRIER AND RELOCATE TEMPORARY CONCRETE BARRIER.
15. ADVANCE SIGNING AND WORK LIMIT SIGNING MUST CONFORM TO IDOT HIGHWAY STANDARDS 701400 AND 701600. SIGNS THAT INCORRECTLY IDENTIFY A WORK ZONE OR END CONSTRUCTION SHALL BE REMOVED. CONSTRUCTION WORK, TRAFFIC CONTROL, AND ADVANCE SIGNING MUST BE COORDINATED WITH ADJACENT DAN RYAN CONSTRUCTION CONTRACTS.
16. ADVANCED SIGNING PER IDOT DISTRICT 1 DETAIL TC-22 AND/OR CHANGEABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF ROAD WORK IN BOTH NORTHBOUND AND SOUTHBOUND DIRECTIONS, ON BOTH THE FRONTAGE ROADS AND EXPRESSWAY LANES. THESE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY INFORMATION SIGNING OR CHANGEABLE MESSAGE SIGN.
17. ALL TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON THE PLANS AS PAVEMENT MARKING TAPE, TYPE III OF THE LINE WIDTH SPECIFIED. THE CONTRACTOR MAY REQUEST PERMISSION TO USE EPOXY PAVEMENT MARKING IN PLACE OF PAVEMENT MARKING TAPE, TYPE III WHEN WEATHER CONDITIONS FALL OUTSIDE THE TEMPERATURE RESTRICTIONS STATED IN THE MANUFACTURERS SPECIFICATIONS FOR INSTALLING THE TAPE. THE INSTALLATION AND REMOVAL OF THE EPOXY PAVEMENT MARKING SHALL BE PAID FOR AS PAVEMENT MARKING TAPE, TYPE III AND WORK ZONE PAVEMENT MARKING REMOVAL RESPECTIVELY.
18. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) AND WILL NOT BE PAID FOR SEPARATELY.
19. CLOSE COORDINATION IS NEEDED WITH CONTRACT 60A62. LANE CLOSURES AND STAGE CHANGES ARE DEPENDENT ON WORK INCLUDED IN CONTRACT 60A62 AND SHALL BE COORDINATED BETWEEN THE CONTRACTORS. THE CONTRACTOR SHALL NOTIFY THE CONTRACTOR OF CONTRACT 60A62 OF ANY LANE CLOSURES AND SCHEDULE CHANGES TO ALLOW THE CONSTRUCTION SEQUENCE TO FLOW SMOOTHLY.
20. THERE ARE NO DRAWINGS FOR STAGE 4 TRAFFIC CONTROL. ALL WORK SHALL BE COMPLETED USING DAYTIME/NIGHTTIME SHOULDER AND LANE CLOSURES.



MAINTENANCE OF TRAFFIC GENERAL NOTES (CONTINUED)

21. "RELOCATE TEMPORARY CONCRETE BARRIER" WILL BE MEASURED FOR PAYMENT WHEN THE BARRIER IS RELOCATED AND USED AS A TRAFFIC CONTROL DEVICE. THERE MAY BE SOME INSTANCES WHEN THE EXISTING TEMPORARY CONCRETE BARRIER REQUIRES RELOCATION DUE TO THE CONTRACTORS ACTIVITIES BUT THE BARRIER WILL NOT BE USED FOR MAINTENANCE OF TRAFFIC DURING THAT STAGE. THIS BARRIER WILL NOT BE MEASURED FOR PAYMENT UNTIL IT IS USED AS A TRAFFIC CONTROL DEVICE IN A SUBSEQUENT STAGE.

STAGING OVERVIEW:

STAGE 1

- RAMPS OPEN TO TRAFFIC:
- RAMP 55B (GARFIELD ENTRANCE RAMP)
 - RAMP 43D (43RD STREET EXIT RAMP)
 - RAMP 43B (43RD STREET ENTRANCE RAMP)
 - RAMP 35C (35TH STREET EXIT RAMP)
 - RAMP 35D (35TH STREET ENTRANCE RAMP)

- RAMPS CLOSED TO TRAFFIC:
- RAMP 47C (47TH STREET EXIT RAMP)
 - RAMP 47B (47TH STREET ENTRANCE RAMP)
 - RAMP 39C (PERSHING ROAD EXIT RAMP)
 - RAMP 39B (PERSHING ROAD ENTRANCE RAMP)
 - RAMP 31C (31ST STREET EXIT RAMP)

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:

- RETAINING WALL N 47N-R ALONG 47TH ST. ENTRANCE RAMP TO NB LOCAL LANES
- LOCAL LANE RECONSTRUCTION (59TH-58TH, 57TH-51ST, 49TH-31ST)
- FRONTAGE ROAD AND RAMP RECONSTRUCTION
- GORE WORK AT RAMPS T39B AND 31C

SUBSTAGE 1A

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:

- WORK SOUTH OF PERSHING ROAD SAME AS DESCRIBED IN STAGE 1
- GORE WORK AT RAMPS T39B AND 31C IS DONE AND RAMPS ARE OPEN TO TRAFFIC

STAGE 2

- RAMPS OPEN TO TRAFFIC:
- RAMP 55B (GARFIELD ENTRANCE RAMP)
 - RAMP 47C (47TH STREET EXIT RAMP)
 - RAMP 47B (47TH STREET ENTRANCE RAMP)
 - RAMP 39C (PERSHING ROAD EXIT RAMP)
 - RAMP 39B (PERSHING ROAD ENTRANCE RAMP)
 - RAMP 31C (31ST STREET EXIT RAMP)

- RAMPS CLOSED TO TRAFFIC:
- RAMP 43D (43RD STREET EXIT RAMP)
 - RAMP 43B (43RD STREET ENTRANCE RAMP)
 - RAMP 35C (35TH STREET EXIT RAMP)
 - RAMP 35D (35TH STREET ENTRANCE RAMP)

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:

- LOCAL LANE RECONSTRUCTION (58TH-51ST, 49TH-31ST)
- RETAINING WALL N-43S-R AND N-43-N-F
- FRONTAGE ROAD AND RAMP RECONSTRUCTION
- GORE WORK AT RAMPS T35C AND 35B

STAGE 3

- RAMPS OPEN TO TRAFFIC:
- RAMP 47C (47TH STREET EXIT RAMP)
 - RAMP 47B (47TH STREET ENTRANCE RAMP)
 - RAMP 43B (43RD STREET ENTRANCE RAMP)
 - RAMP 39C (PERSHING ROAD EXIT RAMP)
 - RAMP 39B (PERSHING ROAD ENTRANCE RAMP)
 - RAMP 35C (35TH STREET EXIT RAMP)
 - RAMP 35D (35TH STREET ENTRANCE RAMP)
 - RAMP 31C (31ST STREET EXIT RAMP)

RAMPS CLOSED TO TRAFFIC:

- RAMP 55B (GARFIELD ENTRANCE RAMP)
- RAMP 43D (43RD STREET EXIT RAMP)

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:

- RETAINING WALL N-43S-R
- LOCAL LANE RECONSTRUCTION (58TH-51ST, 49TH-31ST)
- FRONTAGE ROAD AND RAMP RECONSTRUCTION

STAGING OVERVIEW (CONTINUED):

SUBSTAGE 3A

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:

- RETAINING WALL N-43S-R
- LOCAL LANES LANE 1 AND MEDIAN BARRIER WALL

STAGE 4

- RAMPS OPEN TO TRAFFIC:
- RAMP 55B (GARFIELD ENTRANCE RAMP)
 - RAMP 47C (47TH STREET EXIT RAMP)
 - RAMP 47B (47TH STREET ENTRANCE RAMP)
 - RAMP 43C (43RD STREET EXIT RAMP)
 - RAMP 43B (43RD STREET ENTRANCE RAMP)
 - RAMP 39C (PERSHING ROAD EXIT RAMP)
 - RAMP 39B (PERSHING ROAD ENTRANCE RAMP)
 - RAMP 35C (35TH STREET EXIT RAMP)
 - RAMP 35D (35TH STREET ENTRANCE RAMP)
 - RAMP 31C (31ST STREET EXIT RAMP)

RAMPS CLOSED TO TRAFFIC:

- NONE

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:

- INSTALL SHOULDER RUMBLE STRIP IN THE EXPRESS AND LOCAL LANES (GARFIELD BLVD TO 31ST STREET)
- CONSTRUCT THE CROSSOVER LOCATIONS UTILIZED IN SUBSTAGE 3A

CHANGEABLE MESSAGE SIGNS

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PLACEMENT AND MESSAGES FOR ALL CHANGEABLE MESSAGE SIGNS. PROVIDED BELOW FOR INFORMATION ONLY ARE ANTICIPATED LOCATIONS AND DURATIONS AT EACH LOCATION FOR PORTABLE CHANGEABLE MESSAGE SIGNS:

LOCATION	CMS BOARDS (EACH)	TOTAL DURATION (CAL MO)
55TH STREET ENTRANCE RAMP (FRONTAGE ROAD)	1	10
47TH STREET EXIT RAMP	1	10
47TH ST ENTRANCE RAMP	1	12
43RD ST EXIT RAMP	1	12
43RD ST ENTRANCE RAMP	1	12
39TH ST EXIT RAMP	1	12
35TH ST EXIT RAMP	1	12
35TH ST ENTRANCE RAMP	1	12
33RD ST ENTRANCE RAMP	1	12
31ST ST EXIT RAMP	1	12
NB LSD AT 39TH EXIT	1	12
TOTAL	11	128

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) GARFIELD BLVD TO 31ST STREET (NB LOCAL LANES)
NAME	DATE	
		MAINTENANCE OF TRAFFIC GENERAL NOTES SCALE: NO SCALE DATE: June 9, 2006 DRAWN BY: RMG CHECKED BY: RMG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	•	COOK	565	79
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
62301		• (2021-922 PT2 ETC 2324.6-1P) R-10		

4.37.02 PM 6/7/2006
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