

MAINTENANCE OF TRAFFIC GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. ALL TEMPORARY PAVEMENT MARKINGS & TRAFFIC CONTROL DEVICES SHALL BE IN PLACE AT THE BEGINNING OF EACH STAGE, AND SHALL BE MAINTAINED FOR THE DURATION OF THAT STAGE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

A MINIMUM OF TWO (2) ELEVEN FOOT (11') LANES, ONE IN EACH DIRECTION, SHALL BE KEPT OPEN TO TRAFFIC ON MOOSEHART ROAD AND IL ROUTE 31.

ALL PAVEMENT MARKINGS CONFLICTING WITH STAGED TRAFFIC PATTERNS SHALL BE REMOVED. TYPE III MARKING TAPE SHALL BE USED ON THE FINAL WEARING SURFACE OR ON THE EXISTING PAVEMENT TO REMAIN WHEN THE TEMPORARY PAVEMENT MARKING WILL CONFLICT WITH THE PERMANENT PAVEMENT MARKING SUCH AS ON TAPERS OR LANE SHIFTS. PAVEMENT MARKING PAINT SHALL BE USED ON ALL SURFACES TO BE REMOVED OR COVERED WITH SURFACE COURSE.

ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES DURING CONSTRUCTION OPERATIONS WITH THE USE OF AGGREGATE FOR TEMPORARY ACCESS AND/OR BY CONSTRUCTING ONE HALF OF PROPOSED DRIVEWAYS AT A TIME.

PROVIDE TEMPORARY HMA RAMP WEDGE TO TRANSITION THE DIFFERENTIAL ELEVATIONS CAUSED BY STAGED CONSTRUCTION BETWEEN THE NEW CONSTRUCTION AND THE EXISTING PAVEMENT. ANY PAVEMENT DROP-OFFS GREATER THAN 3 INCHES IMMEDIATELY ADJACENT TO TRAFFIC SHALL NOT BE LEFT OVERNIGHT. PROVIDE TEMPORARY HMA RAMP WEDGE OR OTHER MITIGATING MEASURES APPROVED BY THE ENGINEER.

THE FOLLOWING TABLE PROVIDES THE SUGGESTED TREATMENT REQUIRED BY THE CONTRACTOR TO MINIMIZE DROP-OFF EXPOSURE:

DROP-OFF AT EDGE OF PAVEMENT

DROP-OFF LOCATION (FROM EDGE OF PAVEMENT)	SPEED MPH (5)	DROP-OFF HEIGHT AND TYPE (INCHES)	TREATMENT REQUIRED
<= 3 FT (1) (2)	ALL	<= 1	NONE
		> 1, <= 3	LOW SHOULDER SIGNS (AFTER EACH INTERSECTION)
	< 45	> 3, <= 18	CHANNELIZING DEVICES PER PLAN SPACING
		> 18, <= 24 FOR <0.5 MILES OR <48 HOURS	CHANNELIZING DEVICES PER PLAN SPACING (4)
	ALL	> 18, <= 24	ADJACENT LANE CLOSURE
ALL	> 24	ADJACENT LANE CLOSURE	
> 3 FT	ALL	<= 1	NONE
<= 8 FT (3)	ALL	> 1, <= 3	LOW SHOULDER SIGNS (2 MILE SPACING)
		> 3, <= 24	CHANNELIZING DEVICES PER PLAN SPACING
		> 24	TEMPORARY BARRIER WALL
> 8 FT TO 13 FT (3)	ALL	> 12, <= 24	CHANNELIZING DEVICES PER PLAN SPACING
		> 24	TEMPORARY BARRIER WALL

CHANNELIZING DEVICES ARE TO BE PLACED AT SAME LEVEL AS TRAVELING LANE OR SHOULDER PROFILE.

CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LAVE WIDTH. THE REFLECTIVE AREA AND WARNING LIGHT SHALL BE RAISED TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS REQUIRED BY STANDARD 701901.

CHANNELIZING DEVICES ARE TO BE PLACED AT THE SAME LEVEL AS SIDE SLOPE PROFILE TO BE FULLY VISIBLE.

DROP-OFFS GREATER THAN 18 IN. SHALL NOT BE EXPOSED TO TRAFFIC FOR GREATER THAN 48 HRS. ADDITIONALLY, PYLONS OF FLASHING LIGHTS SHALL BE PLACED AT DROP-OFFS GREATER THAN 18 IN.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS, STATE STANDARDS AND AS DIRECTED BY THE ENGINEER.

TYPE II BARRICADES EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS SHALL BE PLACED ALONG THE ROADWAY AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. TYPE II BARRICADES WITH DIRECTIONAL ARROWS SHALL BE PLACED AT LANE SHIFTS (TAPER SECTIONS) AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER. BARRICADES WITH LEG EXTENSIONS SHALL BE USED WHERE NEEDED TO PROVIDE A MINIMUM DISTANCE OF 36" BETWEEN THE PAVEMENT AND TOP OF BARRICADE. BARRICADES IN TAPER SECTIONS SHALL HAVE DIRECTION INDICATOR PANELS. ALL TYPE II BARRICADES SHALL BE NON-METALLIC.

THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY CHANGES IN STAGING AT LEAST TWO (2) WORKING DAYS IN ADVANCE.

TEMPORARY SIGNING, AS SHOWN, SHALL CONFORM TO THE APPLICABLE STANDARDS INCLUDED IN THE SPECIAL PROVISIONS AND CONTRACT PLANS OR AS DIRECTED BY THE ENGINEER.

ALL "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS.

ROAD NAME PLATES SHALL BE INSTALLED ON "ROAD CONSTRUCTION AHEAD" SIGNS AT INTERSECTIONS SHOWN ON THE PLANS.

EXISTING TRAFFIC CONTROL DEVICES WITHIN THE LIMITS OF CONSTRUCTION, ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGED SIGNS CAUSED BY HIS WORK SHALL BE REPLACED BY THE CONTRACTOR.

TRAFFIC CONTROL DEPICTED ON THE MAINTENANCE OF TRAFFIC PLANS IS THE MINIMUM REQUIREMENT. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER.

SEQUENCE OF CONSTRUCTION

STAGE 1
TRAFFIC MAINTAINED ON EXISTING PAVEMENT DURING STAGE 1 CONSTRUCTION

MAINTENANCE OF TRAFFIC
INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS IN ACCORDANCE WITH IDOT STANDARD 701606 FOR ILLINOIS ROUTE 31 AND IDOT STANDARD 701501 FOR MOOSEHEART ROAD. MAINTAIN TRAFFIC AT INTERSECTION CONSTRUCTION IN ACCORDANCE WITH IDOT STANDARD 701701. MAINTAIN DRIVEWAYS AND ENTRANCE ACCESS WITH "TEMPORARY ACCESS" (EACH).

CONSTRUCTION
CONSTRUCTION TO BE PERFORMED ON THE EAST SIDE OF ILLINOIS ROUTE 31 AND THE NORTH SIDE OF MOOSEHEART ROAD.
1. INSTALL PROPOSED STORM SEWER AND GRADE DITCHES IN WORK ZONES.
2. CONSTRUCT PROPOSED RETAINING WALL ALONG EAST SIDE OF ILLINOIS ROUTE 31.
3. CONSTRUCT PROPOSED COMBINATION CONCRETE CURB & GUTTER ALONG EAST SIDE OF ILLINOIS ROUTE 31 AND NORTH SIDE OF MOOSEHEART ROAD.
4. CONSTRUCT PROPOSED HMA BASE COURSE AND POLYMERIZED HMA BINDER COURSE ON EAST SIDE OF ILLINOIS ROUTE 31 AND NORTH SIDE OF MOOSEHEART ROAD.
5. CONSTRUCT HMA SHOULDERS ON NORTH SIDE OF MOOSEHEART ROAD.
6. RECONSTRUCT DRIVEWAYS AND ENTRANCES.
7. EARTHWORK AND GRADING OF WORK ZONE AREAS.

STAGE 2
TRAFFIC MAINTAINED ON EXISTING PAVEMENT ON ILLINOIS ROUTE 31 AND BOTH EXISTING AND PROPOSED PAVEMENT ON MOOSEHEART ROAD DURING STAGE 2 CONSTRUCTION.

MAINTENANCE OF TRAFFIC
PERFORM HOT-MIX ASPHALT SURFACE REMOVAL - SPECIAL ALONG WESTBOUND MOOSEHEART ROAD. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS IN ACCORDANCE WITH IDOT STANDARD 701606 FOR ILLINOIS ROUTE 31 AND IDOT STANDARD 701501 FOR MOOSEHEART ROAD. MAINTAIN TRAFFIC AT INTERSECTION CONSTRUCTION IN ACCORDANCE WITH IDOT STANDARD 701701. MAINTAIN DRIVEWAYS AND ENTRANCE ACCESS WITH "TEMPORARY ACCESS" (EACH).

CONSTRUCTION
CONSTRUCTION TO BE PERFORMED ON THE WEST SIDE OF ILLINOIS ROUTE 31 AND THE SOUTH SIDE OF MOOSEHEART ROAD.
1. INSTALL PROPOSED STORM SEWER AND GRADE DITCHES IN WORK ZONES.
2. CONSTRUCT PROPOSED COMBINATION CONCRETE CURB & GUTTER ALONG WEST SIDE OF ILLINOIS ROUTE 31.
3. CONSTRUCT PROPOSED HMA BASE COURSE AND POLYMERIZED HMA BINDER COURSE ON WEST SIDE OF ILLINOIS ROUTE 31 AND SOUTH SIDE OF MOOSEHEART ROAD.
4. CONSTRUCT HMA SHOULDERS ON SOUTH SIDE OF MOOSEHEART ROAD.
5. RECONSTRUCT DRIVEWAYS AND ENTRANCES.
6. EARTHWORK AND GRADING OF WORK ZONE AREAS.

STAGE 3
TRAFFIC MAINTAINED ON EXISTING AND PROPOSED PAVEMENT DURING STAGE 3 CONSTRUCTION

MAINTENANCE OF TRAFFIC
INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS IN ACCORDANCE WITH IDOT STANDARD 701606 FOR ILLINOIS ROUTE 31 AND IDOT STANDARD 701501 FOR MOOSEHEART ROAD. MAINTAIN TRAFFIC AT INTERSECTION CONSTRUCTION IN ACCORDANCE WITH IDOT STANDARD 701701. MAINTAIN DRIVEWAYS AND ENTRANCE ACCESS WITH "TEMPORARY ACCESS" (EACH). LANE CLOSURES SHALL ONLY OCCUR DURING DAYTIME OPERATIONS.

CONSTRUCTION
CONSTRUCTION TO BE PERFORMED ON ILLINOIS ROUTE 31 AND MOOSEHEART ROAD.
1. PERFORM HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH AND HOT-MIX ASPHALT SURFACE REMOVAL - 2" ON ILLINOIS ROUTE 31 AND MOOSEHEART ROAD.
2. OVERLAY ILLINOIS ROUTE 31 AND MOOSEHEART ROAD WITH PROPOSED POLYMERIZED BINDER COURSE AND LEVELING BINDER.
3. OVERLAY EXISTING AND WIDENED AREAS OF ILLINOIS ROUTE 31 AND MOOSEHEART ROAD WITH POLYMERIZED SURFACE COURSE.
4. INSTALL PROPOSED TRAFFIC SIGNALS.
5. FINAL GRADING OF PARKWAY LANDSCAPE RESTORATIONS.

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 PROJECT CONTACT: HRGreen
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES	
SCALE: N/A	SHEET NO. 1 OF 7 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	AR-N-2	KANE	85	22
CONTRACT NO.			60P65	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		