

STAGE CONSTRUCTION GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. TEMPORARY TRAFFIC SIGNALS WILL BE CONSTRUCTED AT THE INTERSECTIONS AS SHOWN IN PLANS. TEMPORARY INTERSECTION SIGNALIZATION SHALL BE ADJUSTED TO ACCOMMODATE THE VARIOUS STAGES OF CONSTRUCTION SHOWN. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT.

A MINIMUM OF ONE LANE (11 FEET) IN EACH DIRECTION OF 75TH STREET AND LEMONT ROAD AND ALL SHOWN TURN LANES SHALL BE KEPT OPEN TO THROUGH TRAFFIC AT ALL TIMES EXCEPT AS NOTED IN PLANS. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER.

TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:

$$L = \frac{W \times S^2}{60}$$

WHERE EQUATION IS FOR SPEED LIMIT OF 45 MPH OR LESS. THE TERMS ARE DEFINED AS FOLLOWS:

- L = TAPER LENGTH IN FEET
- W = WIDTH OF OFFSET IN FEET
- S = POSTED SPEED IN MPH.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE INFORMATIONAL SIGNS ON TEMPORARY SUPPORTS FOR EACH ENTRANCE IN CONSTRUCTION AREA. THESE SIGNS SHALL BE WHITE ON GREEN IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES. ALSO, "CAUTION NEW LANES OPEN STOP HERE" SIGNS WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AT THE APPROPRIATE LOCATIONS. THIS WORK WILL BE PAID FOR UNDER THE CONTRACT WORK FOR TEMPORARY INFORMATION SIGNING.

THE CONTRACTOR SHALL ADJUST CURB AND GUTTER STRUCTURES ALONG LEMONT ROAD THAT WILL BE EFFECTED BY THE TEMPORARY PAVEMENT. THESE STRUCTURES SHALL BE ADJUSTED TO MEET THE ELEVATION OF THE TEMPORARY PAVEMENT WITH AN APPROPRIATE FRAME AND LID AS DIRECTED BY THE ENGINEER. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).

TRAFFIC CONTROL AND PROTECTION

TYPE II BARRICADES WHEN USED FOR APPROACH TAPPERS, AS INDICATED ON THE STATE STANDARDS OR SHOWN ON THE PLANS SHALL BE DIRECTION INDICATOR BARRICADES. THE CONTRACTORS BID PRICES FOR TRAFFIC CONTROL ITEMS SHALL INCLUDE THE COST OF THESE BARRICADES.

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR CONSTRUCTION ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).

LONG-TERM (STAGED) LANE CLOSURES WILL NOT BE ALLOWED PRIOR TO MARCH 15, 2012. DAILY LANE CLOSURES WILL BE ALLOWED WHEN SNOW REMOVAL OPERATIONS WILL NOT BE EFFECTED AND IN ACCORDANCE WITH THE FOLLOWING: DAILY LANE CLOSURES ALONG 75TH STREET WILL BE ALLOWED WESTBOUND UNTIL 4:00 PM AND EASTBOUND 75TH STREET AFTER 9:00 AM.

THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.

EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.

TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.

ANY DROP OFF GREATER THAN THREE (3) INCHES WITHIN SIXTEEN (16) FEET OF A TRAVEL LANE SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FOOT (MAXIMUM) CENTER TO CENTER SPACING. IF THE DROP OFF IS GREATER THAN TWENTY-FOUR (24) INCHES AND EXISTS FOR LONGER THAN 24 HOURS, IT SHALL BE PROTECTED BY TEMPORARY CONCRETE BARRIER. TEMPORARY CONCRETE BARRIER SHALL HAVE MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FOOT (MAXIMUM) CENTER TO CENTER SPACING. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND OPERATIONS SUCH THAT A DROP OFF OF GREATER THAN 24 INCHES DOES NOT REMAIN WITHIN SIXTEEN FEET OF A TRAVEL LANE FOR MORE THAN 24 HOURS. THE CONTRACTOR MAY PLACE COMPACTED EXCAVATED MATERIAL, AGGREGATE, OR OTHER MATERIAL IN THE DROP OFF TO SATISFY THIS REQUIREMENT. THE PLANS INDICATE AREAS (IF ANY) IN WHICH THE DEPARTMENT EXPECTS THAT TEMPORARY CONCRETE BARRIER WILL BE REQUIRED FOR A DROP OFF OF GREATER THAN 24 INCHES TO REMAIN FOR MORE THAN 24 HOURS. THE FURNISHING, PLACING, AND REMOVAL OF MATERIAL, OR ANY TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS, NOT SHOWN ON THE PLANS BUT REQUIRED IN ORDER TO MEET THESE REQUIREMENTS, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.

TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.

TYPE I, II AND/OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.

THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, SPECIAL.

WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.

SIGN LEGEND

ADDENDUM 1: SIGNS 1, 2, 3, 4, 6, 7, 9, AND 20, WHEN PLACED ALONG A MULTI-LANE DIVIDED HIGHWAY, SHALL ALSO BE PLACED IN THE MEDIAN FACING THE SAME DIRECTION.

LEGEND

- BARRICADE TYPE III WITH 2 2-WAY FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
- BARRICADE TYPE II OR DRUMS, WITH STEADY-BURN LIGHT (50' C-C SPACING TYP. AND 25' C-C ON TAPERS AND CURVES).
- TEMPORARY TRAFFIC ADVISORY SIGN.
- SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
- ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE EXISTING PAVEMENT MARKINGS

CONSTRUCTION STAGING

THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THE PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER. PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE. SUBSTAGE SIDE ROADS AND ENTRANCES TO MAINTAIN TRAFFIC FLOW.

PRE-STAGE

INSTALL AND ACTIVATE TEMPORARY SIGNALS
INSTALL EROSIONS CONTROL NECESSARY FOR STAGE 1
REMOVE EXISTING CURB AND GUTTER AND MEDIANS NECESSARY FOR TEMPORARY PAVEMENT
ADJUST NECESSARY MEDIAN AND CURB STRUCTURES EFFECTED BY TEMPORARY PAVEMENT
INSTALL TEMPORARY PAVEMENT

STAGE 1

(NORTH SIDE OF 75TH STREET)
REMOVE EXISTING CURB AND GUTTER, SIDEWALKS AND SHOULDER
EXCAVATE FOR WIDENING AND RECONSTRUCTION
CONSTRUCT STORM SEWER TO EDGE OF THE WORK ZONE AND PATCH EXISTING ROADWAY
CONSTRUCT PROPOSED OUTSIDE CURB AND GUTTER
CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING AND RECONSTRUCTION
CONSTRUCT PROPOSED BIKE PATH AND SIDEWALK
PLACE TOPSOIL AND COMPLETE LANDSCAPING

STAGE 1A

(NORTHEAST CORNER OF 75TH STREET AND LEMONT ROAD)
REMOVE EXISTING CURB AND GUTTER, SIDEWALKS AND SHOULDER, PAVEMENT (RECONSTRUCTION AREA)
EXCAVATE FOR WIDENING AND RECONSTRUCTION
CONSTRUCT STORM SEWER TO EDGE OF THE WORK ZONE AND PATCH EXISTING ROADWAY
CONSTRUCT PROPOSED OUTSIDE CURB AND GUTTER AND SIDEWALK
CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING AND RECONSTRUCTION
PLACE TOPSOIL AND COMPLETE LANDSCAPING

STAGE 1B

(NORTHWEST CORNER OF 75TH STREET AND LEMONT ROAD)
REMOVE EXISTING CURB AND GUTTER, SIDEWALKS AND SHOULDER, PAVEMENT (RECONSTRUCTION AREA)
EXCAVATE FOR WIDENING AND RECONSTRUCTION
CONSTRUCT STORM SEWER TO EDGE OF THE WORK ZONE AND PATCH EXISTING ROADWAY
CONSTRUCT PROPOSED OUTSIDE CURB AND GUTTER AND SIDEWALK
CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING AND RECONSTRUCTION
PLACE TOPSOIL AND COMPLETE LANDSCAPING

STAGE 2

(SOUTH SIDE OF 75TH STREET)
REMOVE EXISTING CURB AND GUTTER, SIDEWALKS AND SHOULDER
EXCAVATE FOR WIDENING AND RECONSTRUCTION
CONSTRUCT STORM SEWER TO EDGE OF THE WORK ZONE AND PATCH EXISTING ROADWAY
CONSTRUCT PROPOSED OUTSIDE CURB AND GUTTER AND SIDEWALK
CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING AND RECONSTRUCTION
PLACE TOPSOIL AND COMPLETE LANDSCAPING

STAGE 2A

(SOUTHEAST CORNER OF 75TH STREET AND LEMONT ROAD)
REMOVE EXISTING CURB AND GUTTER, SIDEWALKS AND SHOULDER, PAVEMENT (RECONSTRUCTION AREA)
EXCAVATE FOR WIDENING AND RECONSTRUCTION
CONSTRUCT STORM SEWER TO EDGE OF THE WORK ZONE AND PATCH EXISTING ROADWAY
CONSTRUCT PROPOSED OUTSIDE CURB AND GUTTER AND SIDEWALK
CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING AND RECONSTRUCTION
PLACE TOPSOIL AND COMPLETE LANDSCAPING

STAGE 2B

(SOUTHWEST CORNER OF 75TH STREET AND LEMONT ROAD)
REMOVE EXISTING CURB AND GUTTER, SIDEWALKS AND SHOULDER, PAVEMENT (RECONSTRUCTION AREA)
EXCAVATE FOR WIDENING AND RECONSTRUCTION
CONSTRUCT STORM SEWER TO EDGE OF THE WORK ZONE AND PATCH EXISTING ROADWAY
CONSTRUCT PROPOSED OUTSIDE CURB AND GUTTER AND SIDEWALK
CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING AND RECONSTRUCTION
PLACE TOPSOIL AND COMPLETE LANDSCAPING

STAGE 2C

(MEDIANS AREAS OF LEMONT ROAD)
REMOVE EXISTING MEDIAN AND TEMPORARY PAVEMENT
COMPLETE STORM SEWER AND PATCH EXISTING ROADWAY
CONSTRUCT PROPOSED MEDIAN

STAGE 3

(MEDIAN AREAS OF 75TH STREET)
OPEN TRAFFIC TO 2 LANES IN EACH DIRECTION AS SHOWN
REMOVE EXISTING MEDIAN AND CURB AND GUTTER
COMPLETE STORM SEWER RUNS
CONSTRUCT SUBGRADE, P.C.C. BASE COURSE FOR WIDENING, HMA BASE COURSE
CONSTRUCT PROPOSED INSIDE CURB AND GUTTER AND MEDIAN
MILL 1 1/2" OF THE EXISTING HMA SURFACE ON 75TH STREET
MILL 2 1/2" OF EXISTING HMA SURFACE ON WOODWARD AVENUE AND LEMONT ROAD
ERECT PROPOSED TRAFFIC SIGNALS
PLACE TOPSOIL AND COMPLETE LANDSCAPING IN MEDIAN

MILLING
BINDER COURSE
SURFACE COURSE
FINAL PAVEMENT MARKING
} USING DAILY LANE CLOSURES

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Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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PLOT DATE = 10/25/2011	CHECKED - JP	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE SHEET NO. 27 OF 198 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	07-00232-04-WR	DuPAGE	198	27
				CONTRACT NO. 63632
ILLINOIS FED. AID PROJECT				