

TRAFFIC CONTROL GENERAL STANDARDS

THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC CONTROL FOR THIS PROJECT:

STANDARD	APPLICATION	STANDARD	APPLICATION
701006	OFF-ROAD OPERATIONS	701602	LANE CLOSURE WITH BIDIRECTIONAL LEFT TURN LANE
701301	LANE CLOSURE - SHORT TIME OPERATIONS	701611	HALF ROAD CLOSURE, MULTILANE WITH MOUNTABLE MEDIUM
701311	LANE CLOSURE - MOVING OPERATIONS (DAY ONLY)	701701	LANE CLOSURE, MULTILANE INTERSECTION
701501	LANE CLOSURE ON SINGLE LANE STREETS	701801	SIDEWALK CLOSURES
701502	LANE CLOSURE WITH LANE SHIFT ON SINGLE LANE STREETS	701901	TRAFFIC CONTROL DEVICES

TRAFFIC CONTROL GENERAL NOTES

- TRAFFIC CONTROL IS AN INTEGRAL PART OF THE CONTRACTOR'S MEANS AND METHODS FOR COMPLETING THE WORK. THE REQUIREMENTS SET FORTH HEREIN AND WITHIN THE PROJECT SPECIFICATIONS PRESENT THE MINIMUM REQUIREMENTS FOR THE CONTROL AND PROTECTION OF PEDESTRIAN, BICYCLE, AND VEHICULAR TRAFFIC. THE CONTRACTOR SHALL IMPLEMENT ALL ADDITIONAL MEASURES NECESSARY TO FULLY PROTECT PEDESTRIANS, BICYCLES, VEHICLES AND THE CONTRACTOR'S WORK FORCE FROM THE CONTRACTOR'S WORK ACTIVITIES AND FROM PASSING TRAFFIC. FIELD MODIFICATION OF THE TRAFFIC CONTROL SCHEME DEPICTED IN THE TRAFFIC CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR'S TRAFFIC CONTROL PLAN AND SEQUENCE OF CONSTRUCTION SHALL INCORPORATE THESE REQUIREMENTS:
 - WORK PERFORMED DURING STAGE 1 SHALL BE PERFORMED UNDER STREET CLOSURE AS ALLOWED BY THE SPECIFICATIONS.
 - GREEN STREET WILL BE CLOSED TO ALL THRU TRAFFIC FROM WRIGHT STREET TO GOODWIN AVENUE FOR STAGES 1 AND 2 AS ALLOWED BY THE SPECIFICATIONS. LOCAL ACCESS TO THE ILLINI UNION, HARKER HALL AND MATHEWS AVENUE SHALL BE MAINTAINED.
 - GOODWIN AVENUE AND LINCOLN AVENUE SHALL REMAIN OPEN TO TWO-WAY TRAFFIC FOR ALL STAGES OF CONSTRUCTION.
 - AT THE END OF EACH STAGE THE CONSTRUCTED ROADWAYS SHALL BE OPENED TO TRAFFIC UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
- ACCESS TO COMMERCIAL AND RESIDENTIAL ENTRANCES DURING THE VARIOUS STAGES SHALL BE MAINTAINED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE POINT OF ACCESS TO EACH PROPERTY IN THE WORK AREA AT ALL TIMES.
- THE INTERSECTION OF GREEN STREET AND GOODWIN AVENUE SHALL OPERATE UNDER ALL-WAY STOP CONTROL DURING ALL STAGES OF CONSTRUCTION. THE SIGNALS WILL BE SET TO FLASH RED AND WHICH SHALL BE SUPPLEMENTED WITH STOP SIGNS AT THE ENGINEER'S DISCRETION. NORMAL SIGNAL FUNCTION SHALL BE RESTORED DURING THE WINTER SHUTDOWN.
- NO DEVIATIONS FROM THE APPROVED TRAFFIC CONTROL PLAN WILL BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION; THE APPLICABLE GUIDELINES CONTAINED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD); THE TRAFFIC CONTROL PLANS, IDOT TRAFFIC CONTROL GENERAL STANDARDS LISTED ABOVE AND THE TECHNICAL SPECIFICATIONS. DELETE ALL REFERENCES TO MEASUREMENT AND PAYMENT.
- TRAFFIC CONTROL AND PROTECTION WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL). THE TRAFFIC CONTROL AND PROTECTION INSTALLATION FOR EACH WORK AREA WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR THIS ITEM. ALL ADDITIONAL TRAFFIC CONTROL DEVICES AND TRAFFIC CONTROL SIGNS REQUIRED FOR THE WORK AS SHOWN ON THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER, INCLUDING ALL DETOUR SIGNS, SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- TRAFFIC CONTROL SURVEILLANCE WILL NOT BE PAID FOR SEPARATELY FOR THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTING AND MAINTAINING ALL TRAFFIC CONTROL DEVICES AT ALL TIMES INCLUDING NIGHTTIME, WEEKENDS, AND ANY TIME WORKERS ARE NOT PRESENT. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIAL PROVISIONS. THE COST OF ALL LABOR AND MATERIALS FOR THE SURVEILLANCE AND MAINTENANCE OF TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- TEMPORARY SIDEWALKS SHALL HAVE A MINIMUM WIDTH OF FIVE (5) FEET UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- FURNISHING, PLACING, MAINTAINING, AND REMOVING ALL TEMPORARY PCC SIDEWALKS, AGGREGATE, AND HOT-MIX ASPHALT THAT IS USED TO TEMPORARILY FILL ANY VOIDS OR TO PROVIDE TEMPORARY ACCESS FOR VEHICLES OR PEDESTRIANS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE:
 - PER TON FOR AGGREGATE FOR TEMPORARY ACCESS
 - PER TON FOR INCIDENTAL HOT-MIX ASPHALT SURFACING
 - PER SQUARE FOOT FOR TEMPORARY SIDEWALK.
 TYPICAL THICKNESSES OF TEMPORARY ITEMS:
 - AGGREGATE FOR TEMPORARY ACCESS = 8"
 - INCIDENTAL HOT-MIX ASPHALT SURFACING = 8"
 - TEMPORARY PCC SIDEWALK = 4"
 - TEMPORARY HMA SIDEWALK = 2"
- THE CONTRACTOR SHALL COVER OR REMOVE EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLANS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE "NO PARKING" SIGNS ALONG THE CORRIDOR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE ALL SIGNS AS SHOWN ON THE TRAFFIC CONTROL PLANS AND ADDITIONAL SIGNS AS REQUIRED BY THE LISTED HIGHWAY STANDARDS OR AS DIRECTED BY THE ENGINEER. THE PROPOSED TRAFFIC CONTROL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD 701901, THE DETAILS IN THE PLANS, AND AS DIRECTED BY THE ENGINEER.
- FLASHING LIGHTS SHALL BE PLACED ON ALL TYPE III BARRICADES IN ACCORDANCE WITH STANDARD 701901 UNLESS OTHERWISE DIRECTED BY THE ENGINEER. STEADY BURN LIGHTS SHALL BE PLACED ON ALL DRUMS AND BARRICADES (EXCEPT FOR TYPE III BARRICADES) IN ACCORDANCE WITH STANDARD 701901 UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ADDITIONAL TRAFFIC CONTROL DEVICES NOT ASSOCIATED WITH ANY TRAFFIC CONTROL STANDARD MAY BE REQUIRED AS DIRECTED BY THE ENGINEER. THE ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL) AND A MINIMUM OF FOUR (4) WEIGHTED SAND BAGS ON EACH TYPE III BARRICADE USED.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF URBANA OF ALL ROAD CLOSURES AND CHANGES IN THE TRAFFIC CONTROL PLANS A MINIMUM OF 48 HOURS IN ADVANCE OF THE WORK.
- THE CITY OF URBANA WILL BE RESPONSIBLE FOR NOTIFYING THE PUBLIC, THE UNITED STATES POSTAL SERVICE, THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT, AND THE EMERGENCY SERVICE AGENCIES OF ALL ROAD CLOSURES AND CHANGES IN THE TRAFFIC CONTROL PLANS.
- TEMPORARY PAVEMENT MARKINGS:
 - SHALL BE FULL LANE LAYOUT AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER, INCLUDING LEFT-TURN ARROWS, CENTERLINE SKIP DASHES SHALL BE PROVIDED ON GREEN STREET AS DIRECTED BY THE ENGINEER, STOP LINES SHALL BE PROVIDED ON SIDE STREETS AS DIRECTED BY THE ENGINEER. REFER TO THE PAVEMENT MARKING PLANS FOR ADDITIONAL INFORMATION.
 - WORK ZONE PAVEMENT MARKING SHALL BE INSTALLED AS REQUIRED BY THE TRAFFIC CONTROL STANDARDS, AS SHOWN ON THE TRAFFIC CONTROL PLANS, AND AS DIRECTED BY THE ENGINEER.
 - WORK ZONE PAVEMENT MARKING REQUIRED BY THE TRAFFIC CONTROL STANDARDS WILL NOT BE PAID FOR SEPARATELY, AS DESCRIBED IN ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - WORK ZONE PAVEMENT MARKING SHOWN ON THE TRAFFIC CONTROL PLANS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE ITEM SPECIFIED.
 - ONLY PAVEMENT MARKING TAPE, TYPE III SHALL BE ALLOWED ON THE FINAL WEARING SURFACE.
- TO THE FULLEST EXTENT POSSIBLE, THE EXISTING PAVEMENT MARKINGS SHALL BE USED FOR TRAFFIC CONTROL. THE CONTRACTOR SHALL REMOVE THE EXISTING PAVEMENT MARKINGS OR THE PREVIOUSLY INSTALLED WORK ZONE PAVEMENT MARKINGS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN DESIGNATED FOR EACH CONSTRUCTION STAGE OR AS DIRECTED BY THE ENGINEER.
 - REMOVAL OF EXISTING PAVEMENT MARKINGS WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL.
 - REMOVAL OF WORK ZONE PAVEMENT MARKINGS REQUIRED BY THE TRAFFIC CONTROL STANDARDS WILL NOT BE PAID FOR SEPARATELY, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - REMOVAL OF WORK ZONE PAVEMENT MARKINGS SHOWN ON THE TRAFFIC CONTROL PLANS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR SHORT TERM PAVEMENT MARKING REMOVAL.
- THE WORK ZONES SHOWN ON THE TRAFFIC CONTROL PLANS AND THE PLACEMENT OF SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES DEPICTED HEREON ARE SCHEMATIC IN NATURE. FOR SPECIFIC INSTRUCTIONS ON THE INCLUSION OF SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES FOR INDIVIDUAL WORK ZONES, AND THE PLACEMENT THEREOF, REFER TO THE TRAFFIC CONTROL STANDARDS, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE TECHNICAL SPECIFICATIONS.
- THE INITIAL TRAFFIC CONTROL SETUP AND SUBSEQUENT CHANGES BETWEEN TRAFFIC CONTROL STAGES SHALL BE PERFORMED DURING NON-PEAK TRAFFIC HOURS AS DIRECTED BY THE ENGINEER. FLAGGERS SHALL BE REQUIRED DURING THE INITIAL SETUP AND SUBSEQUENT CHANGES OF THE TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.
- PRIOR TO THE START OF REMOVAL OPERATIONS FOR EACH STAGE, TEMPORARY LIGHTING SHALL BE INSTALLED PER THE PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL MAINTAIN THE TEMPORARY LIGHTING SYSTEM UNTIL THE PROPOSED LIGHTING SYSTEM IS OPERATIONAL. REFER TO THE TECHNICAL SPECIFICATIONS FOR ADDITIONAL INFORMATION.
- COORDINATE THE PAVEMENT REMOVAL LIMITS WITHIN EACH STAGE WITH THE STAGE CONSTRUCTION NOTES AND DETAILS SHOWN ON THE WATER MAIN PLANS
- REFER TO THE TECHNICAL SPECIFICATIONS FOR ADDITIONAL INFORMATION.
- PROPER DRAINAGE SHALL BE MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THIS WORK AND ANY CONSTRUCTION TECHNIQUES NECESSARY TO ENSURE PROPER DRAINAGE IS MAINTAINED AT ALL TIMES. THE COST OF ALL LABOR, EQUIPMENT, AND MATERIALS TO MAINTAIN PROPER DRAINAGE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE MISCELLANEOUS PAY ITEMS INVOLVED.
- CONTRACTOR SHALL COORDINATE TEMPORARY BUS STOPS WITH CHAMPAIGN-URBANA MTD.
- TWO WEEKS PRIOR NOTICE IS REQUIRED FOR ANY WORK AFFECTING UNIVERSITY OF ILLINOIS PARKING LOT ENTRANCES.

TRAFFIC CONTROL BILL OF MATERIALS

CODE NUMBER	DESCRIPTION	UNIT	QTY
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	382
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	100
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	108
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1600
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1200
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SO FT	100
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	3100
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	200
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SO FT	400
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1
Z0007430	TEMPORARY SIDEWALK	SO FT	400

NOTE: APPROXIMATE QUANTITIES FOR THE ABOVE ITEMS HAVE BEEN INCLUDED FOR THIS WORK TO HELP ESTABLISH UNIT PRICES.

- EXCEPT AS NOTED IN THESE PLANS OR AS COORDINATED WITH THE UNIVERSITY OF ILLINOIS, ACCESS TO PARKING LOTS SHALL BE MAINTAINED AT ALL TIMES.
- TWO-WAY BICYCLE ACCESS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AS DETAILED IN THE PROJECT SPECIFICATIONS. WHEN BIKES WILL SHARE AN ACTIVE VEHICLE LANE W11-1 (BIKE) AND W16-1 (SHARE THE ROAD) SIGNS SHALL BE ERCTED AT THE START AND MIDPOINT OF EACH BLOCK. COST INCLUDED IN TRAFFIC CONTROL AND PROTECTION (SPECIAL).

PEDESTRIAN TRAFFIC CONTROL NOTES

- CONTRACTOR SHALL SUBMIT A PEDESTRIAN ACCESS ROUTE PLAN, MEETING THE CRITERIA LISTED BELOW, TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO THE START OF EACH STAGE.
- THE CONTRACTOR MUST MAINTAIN A CONTINUOUS 5 FOOT PEDESTRIAN ZONE ALONG GREEN STREET AND ALL SIDE ROADS. ANY SIDEWALK DETOURS MUST BE CLEARLY MARKED USING SIGNS AND BARRICADES NOTIFYING PEDESTRIANS OF THE CLOSURE. THE SIDEWALK MAY ONLY BE DETOURED FROM ONE SIDE OF THE STREET AT A TIME.
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS (MIN 5') TO ADJACENT PROPERTIES (WHERE APPLICABLE) BY INSTALLING ADA/PROWAG COMPLIANT PLYWOOD WALKWAYS OR APPROVED EQUIVALENT. PEDESTRIAN ACCESS TO ADJACENT PROPERTIES SHALL BE UNINTERRUPTED UNTIL THE WALKWAY IS FULLY RESTORED. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF SIGNAGE AND OTHER ITEMS TO ENSURE SAFE PEDESTRIAN ACCESS. THE COST OF THE WALKWAYS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- USE ONE "PEDESTRIAN WALKWAY (ARROW)" (BLACK LEGEND ON WHITE REFLECTORIZED BACKGROUND) SIGN AT EACH END OF EACH SIDEWALK SECTION BEING RECONSTRUCTED.
- AT EACH POINT OF CLOSURE, SUFFICIENT NUMBERS OF BARRICADES MUST BE USED TO COMPLETELY CLOSE THE PATHWAY.
- PEDESTRIAN WALKWAYS MUST BE MAINTAINED FREE OF ANY OBSTRUCTIONS AND HAZARDS SUCH AS HOLES, DEBRIS, MUD, CONSTRUCTION EQUIPMENT, STORED MATERIALS, ETC. AND MUST BE BROOM SWEEP DAILY OR AS DIRECTED BY THE ENGINEER. TEMPORARY PEDESTRIAN ACCESS MUST CONSIST OF AN ALL WEATHER SURFACE.
- ALL HAZARDS NEAR OR ADJACENT TO WALKWAYS MUST BE CLEARLY DELINEATED.
- THE CONTRACTOR MUST MAINTAIN DISABLED PERSON PEDESTRIAN ACCESS TO CROSSWALKS ACROSS GREEN STREET AND SIDE STREETS AT ALL TIMES VIA ADA/PROWAG COMPLIANT WOOD FRAME CONSTRUCTED WALKWAYS AND RAMPS OR APPROVED EQUIVALENT THROUGH THE WORK ZONES. ADA/PROWAG COMPLIANT ACCESS MUST ALSO BE COORDINATED AND MAINTAINED TO ALL BUILDINGS WITHIN THE WORK ZONE. ONE POINT OF COMPLIANT ACCESS MUST BE MAINTAINED AT ALL TIMES THESE ACCESSES MUST BE OBSERVED AND PROTECTED BY THE CONTRACTOR AT ALL TIMES. THE COST OF THE WALKWAYS AND RAMPS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

DETOUR GENERAL NOTES

- LOCATIONS ARE CONSIDERED SCHEMATIC. ACTUAL LOCATIONS OF DETOUR SIGNING MAY VARY DEPENDING ON FIELD CONDITIONS OR AS DIRECTED BY THE ENGINEER.
- ADDITIONAL DETOUR SIGNING SHALL BE REQUIRED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING WAY-FINDING SIGNS IF DETERMINED NECESSARY BY THE ENGINEER. THE COST TO PROVIDE, INSTALL, MAINTAIN AND REMOVE WAY-FINDING SIGNS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- DETOUR SIGNS AND CHANGEABLE MESSAGE BOARDS SHALL BE INSTALLED FIVE DAYS PRIOR TO ROAD CLOSURES, CHANGES IN TRAFFIC PATTERNS, WINTER SHUTDOWN, OR ANY OTHER EVENT THAT THE ENGINEER DEEMS NECESSARY. ALL SIGNS SHALL BE MAINTAINED FOR THE DURATION OF THE EACH STAGE OF WORK. THE CONTRACTOR SHALL INSPECT SIGNS BY 8:00 AM EACH DAY TO ENSURE THAT THE SIGNS ARE FULLY OPERATIONAL AND IN PROPER WORKING ORDER. PAYMENT FOR SIGNS, CHANGEABLE MESSAGE BOARDS, AND MAINTENANCE WILL BE INCLUDED IN COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- FURNISHING, INSTALLING, MAINTAINING, AND REMOVING THE DETOUR SIGNS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



DLC	11/24/15
CLS	8/25/16
MGD	8/26/16

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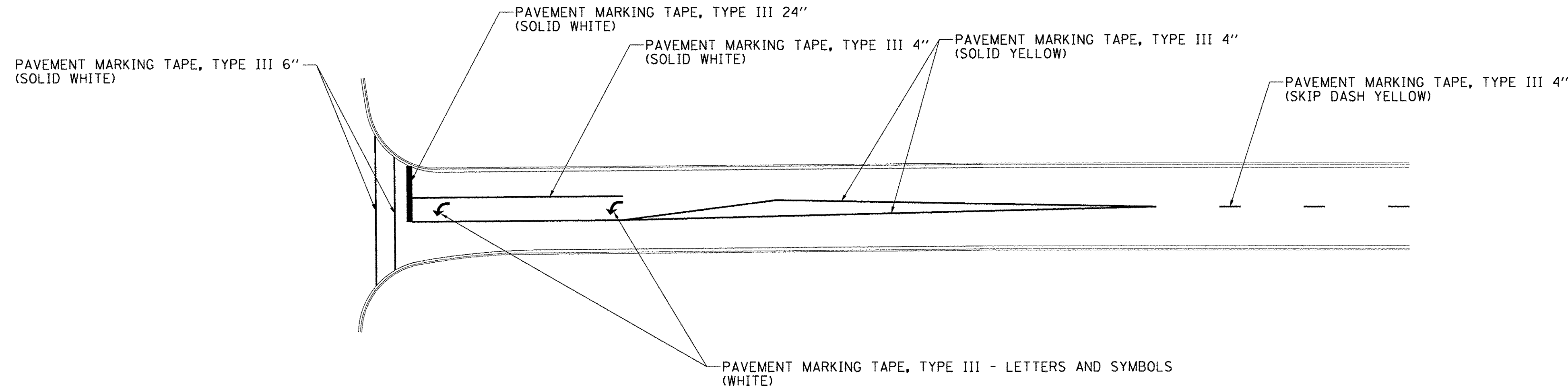
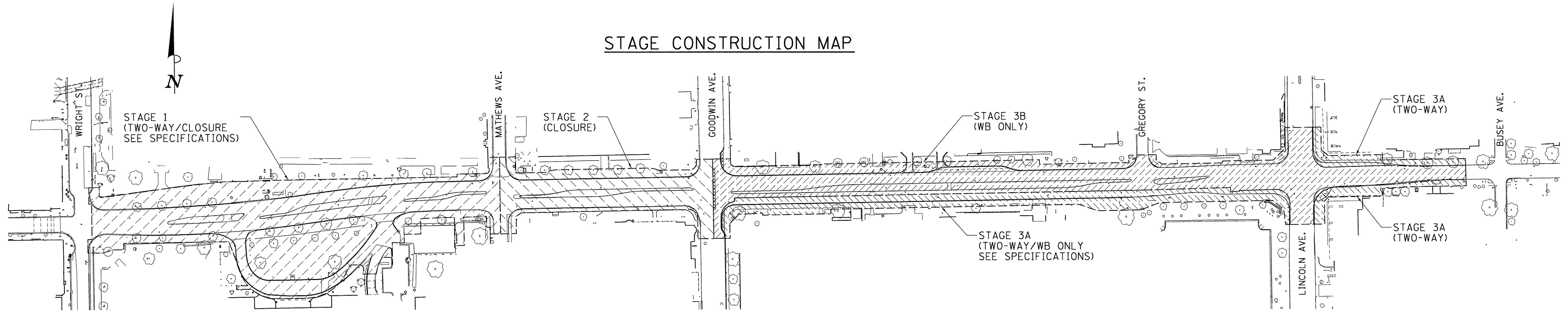
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PROJECT 1 - GREEN STREET
 TRAFFIC CONTROL GENERAL NOTES

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

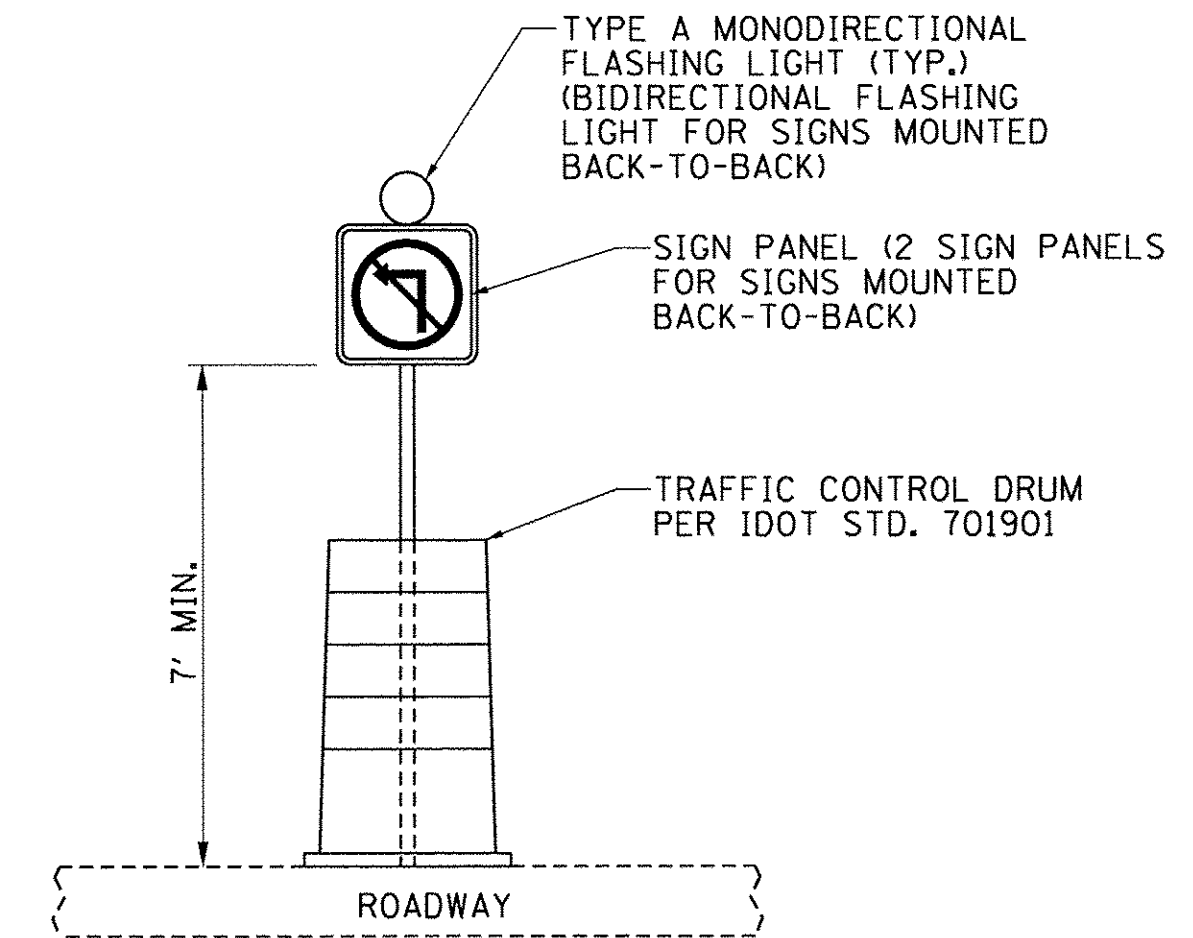
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MCORE PROJECT 1			CONTRACT NO. 91539	
JOB NO. C-95-305-16 ILLINOIS FED. AID PROJECT TIG-5181057				

STAGE CONSTRUCTION MAP

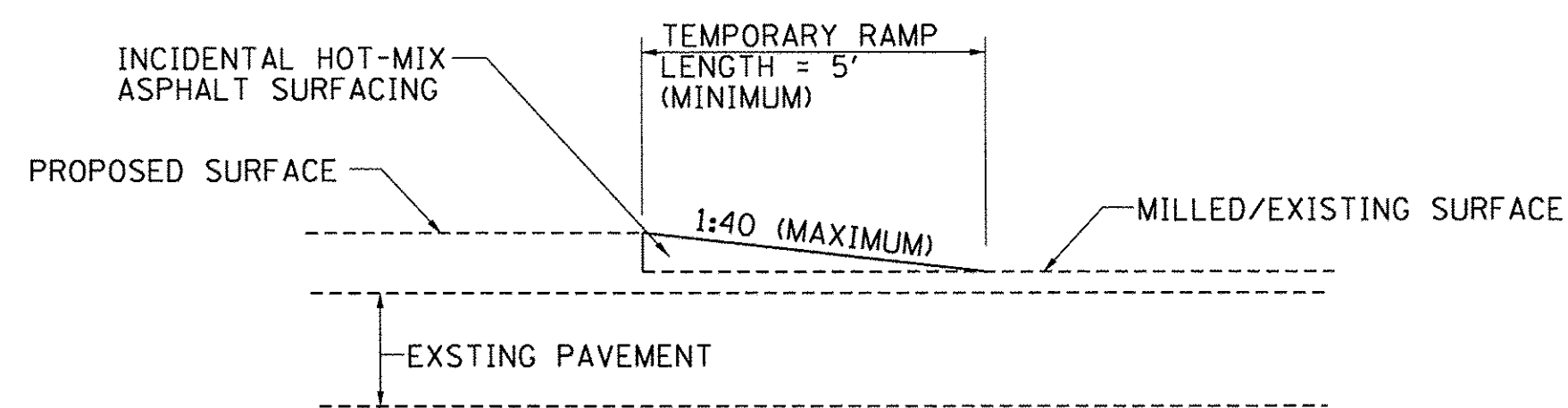


TYPICAL TEMPORARY PAVEMENT MARKING DETAIL

TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER. REFER TO THE PAVEMENT MARKING PLANS FOR LANE WIDTHS, STORAGE AND TAPER LENGTHS, AND OTHER INFORMATION.



DRUM MOUNTED SIGN DETAIL



TEMPORARY RAMP DETAIL

WINTER SHUT DOWN

- GREEN STREET SHALL BE OPEN TO TWO-WAY TRAFFIC FROM WRIGHT STREET TO BUSEY AVENUE. AT LEAST ONE ELEVEN (11) FOOT WIDE LANE SHALL BE PROVIDED IN EACH DIRECTION.
- ALL SIDE ROADS SHALL BE OPEN WITH ALL CURRENT LANES AVAILABLE THROUGH OUT THE SHUT DOWN.
- ALL SIDEWALKS AND BIKE LANES SHALL BE OPEN AND FREE OF OBSTRUCTIONS. IN PROGRESS WORK ADJACENT TO BIKE AND PEDESTRIAN FACILITIES SHALL BE REMOVED OR PROTECTED AS APPROVED BY THE ENGINEER.
- PAVED TEMPORARY SIDEWALK SHALL BE PLACED TO CONNECT NEW WORK WITH OLD TO PROVIDE CONTINUOUS PEDESTRIAN AND BIKE PATHS.
- RESTORE ALL TRAFFIC SIGNALS TO NORMAL OPERATION, OR AS DIRECTED BY THE ENGINEER PRIOR TO WINTER SHUT DOWN.
- ANY OPEN EXCAVATIONS SHALL BE SECURED AND PROTECTED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AND SURVEILLANCE DURING WINTER SHUTDOWN (SEE SPECIAL PROVISIONS).
- OPEN THE NEWLY CONSTRUCTED ROADWAY SEGMENTS TO VEHICULAR TRAFFIC AFTER TRAFFIC CONTROL FOR SUBSEQUENT STAGING HAS BEEN INSTALLED.

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LAYOUT	DLC	11/24/15
DRAWN	CLS	8/25/16
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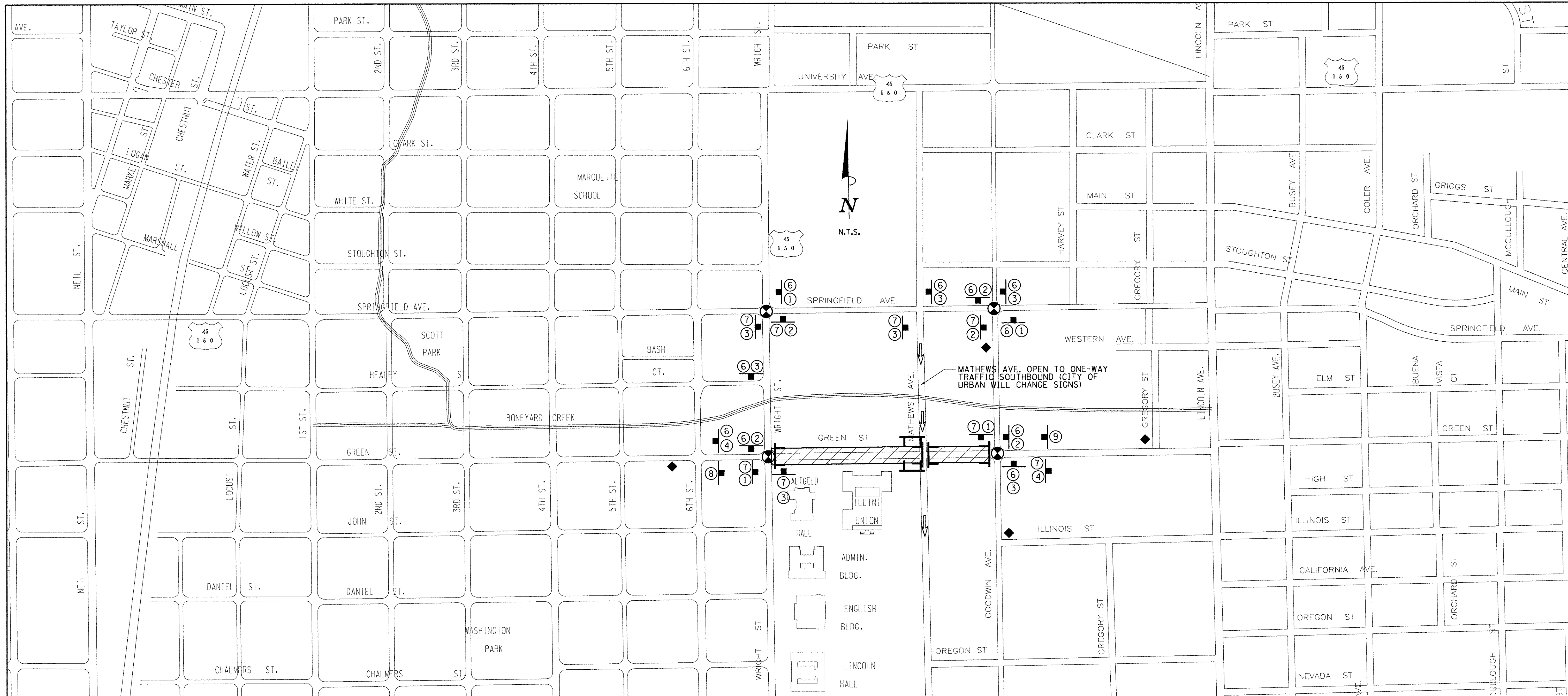
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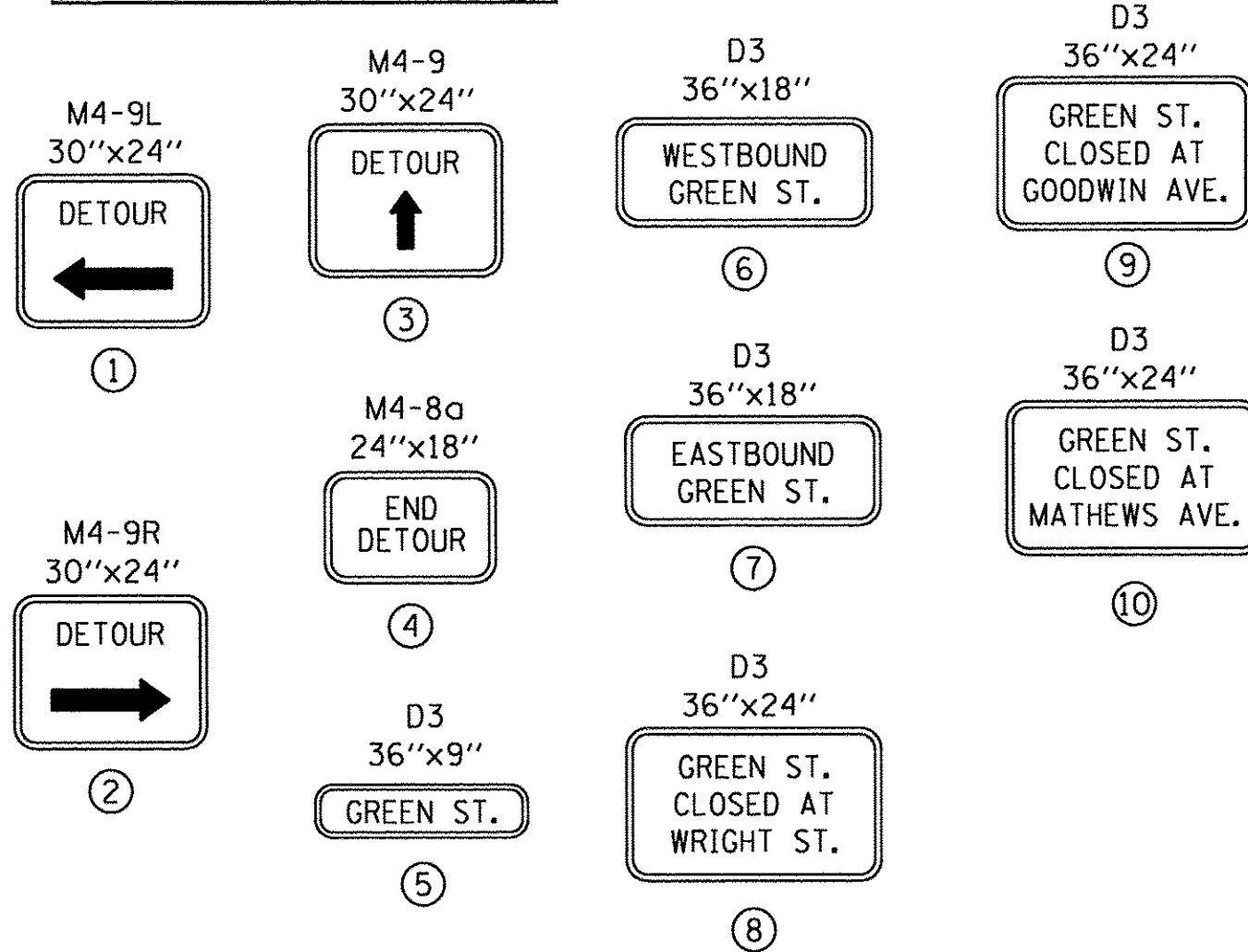
PROJECT 1 - GREEN STREET
 TRAFFIC CONTROL PLANS

SCALE: 1"=100' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7126	15-00304-01-PV	CHAMPAIGN	236	148
MCORE PROJECT 1			CONTRACT NO. 91539	
JOB NO. C-95-305-16 ILLINOIS FED. AID PROJECT TIG-5181057				



DETOUR SIGN LEGEND



DETOUR PLAN LEGEND

- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- TYPE III BARRICADE
- DETOUR SIGN NUMBER
- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGNALIZED INTERSECTION WITHIN DETOUR LIMITS

LAYOUT	DLC	11/24/15
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PROJECT 1 - GREEN STREET
 STAGE 1 - DETOUR PLANS

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

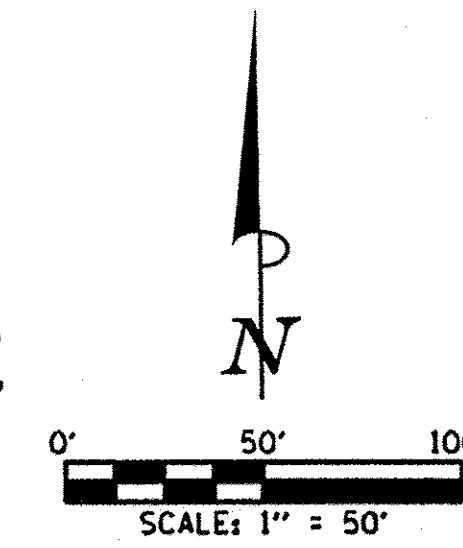
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MCORE PROJECT 1			CONTRACT NO. 91539	
JOB NO. C-95-305-16 ILLINOIS FED. AID PROJECT TIG-5181(057)				

STAGE 1 KEY NOTES:

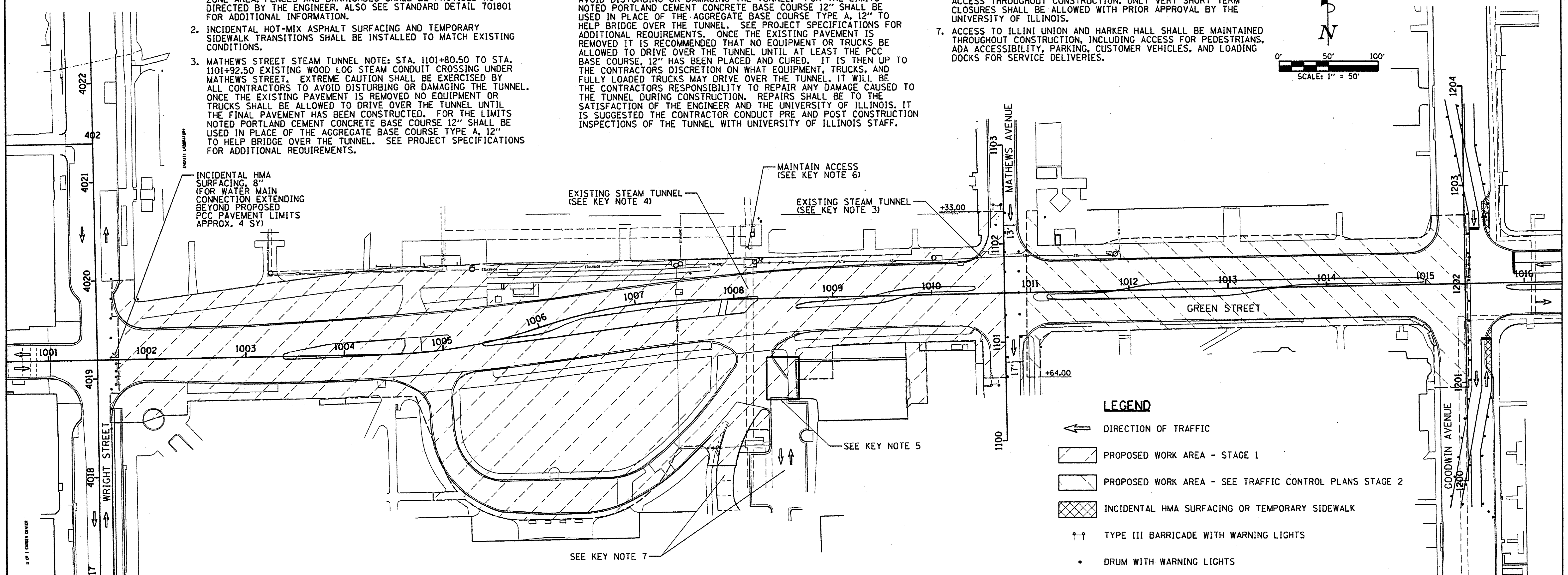
1. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE SIDE OF THE STREET AT ALL TIMES. SIGN LOCATIONS SHALL REFLECT CURRENT SIDEWALK CLOSURES TO DIRECT PEDESTRIANS THROUGH THE WORK ZONE AREA. FENCES AND BARRICADES SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER. ALSO SEE STANDARD DETAIL 701801 FOR ADDITIONAL INFORMATION.
2. INCIDENTAL HOT-MIX ASPHALT SURFACING AND TEMPORARY SIDEWALK TRANSITIONS SHALL BE INSTALLED TO MATCH EXISTING CONDITIONS.
3. MATHEWS STREET STEAM TUNNEL NOTE: STA. 1101+80.50 TO STA. 1101+92.50 EXISTING WOOD LOG STEAM CONDUIT CROSSING UNDER MATHEWS STREET. EXTREME CAUTION SHALL BE EXERCISED BY ALL CONTRACTORS TO AVOID DISTURBING OR DAMAGING THE TUNNEL. ONCE THE EXISTING PAVEMENT IS REMOVED NO EQUIPMENT OR TRUCKS SHALL BE ALLOWED TO DRIVE OVER THE TUNNEL UNTIL THE FINAL PAVEMENT HAS BEEN CONSTRUCTED. FOR THE LIMITS NOTED PORTLAND CEMENT CONCRETE BASE COURSE 12" SHALL BE USED IN PLACE OF THE AGGREGATE BASE COURSE TYPE A, 12" TO HELP BRIDGE OVER THE TUNNEL. SEE PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

4. GREEN STREET STEAM TUNNEL NOTE: STA. 1008+00 TO STA. 1008+30 EXISTING BRICK STEAM TUNNEL CROSSING UNDER GREEN STREET. EXTREME CAUTION SHALL BE EXERCISED BY ALL CONTRACTORS TO AVOID DISTURBING OR DAMAGING THE TUNNEL. FOR THE LIMITS NOTED PORTLAND CEMENT CONCRETE BASE COURSE 12" SHALL BE USED IN PLACE OF THE AGGREGATE BASE COURSE TYPE A, 12" TO HELP BRIDGE OVER THE TUNNEL. SEE PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS. ONCE THE EXISTING PAVEMENT IS REMOVED IT IS RECOMMENDED THAT NO EQUIPMENT OR TRUCKS BE ALLOWED TO DRIVE OVER THE TUNNEL UNTIL AT LEAST THE PCC BASE COURSE, 12" HAS BEEN PLACED AND CURED. IT IS THEN UP TO THE CONTRACTORS DISCRETION ON WHAT EQUIPMENT, TRUCKS, AND FULLY LOADED TRUCKS MAY DRIVE OVER THE TUNNEL. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR ANY DAMAGE CAUSED TO THE TUNNEL DURING CONSTRUCTION. REPAIRS SHALL BE TO THE SATISFACTION OF THE ENGINEER AND THE UNIVERSITY OF ILLINOIS. IT IS SUGGESTED THE CONTRACTOR CONDUCT PRE AND POST CONSTRUCTION INSPECTIONS OF THE TUNNEL WITH UNIVERSITY OF ILLINOIS STAFF.

5. CONSTRUCTION OF THIS AREA SHALL BE LIMITED TO 1 WEEK.
6. ACCESS FROM GREEN STREET TO ENGINEERING HALL/MATERIAL SCIENCE SERVICE ENTRANCE SHALL BE STAGED TO MAINTAIN ACCESS THROUGHOUT CONSTRUCTION. ONLY VERY SHORT TERM CLOSURES SHALL BE ALLOWED WITH PRIOR APPROVAL BY THE UNIVERSITY OF ILLINOIS.
7. ACCESS TO ILLINI UNION AND HARKER HALL SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION, INCLUDING ACCESS FOR PEDESTRIANS, ADA ACCESSIBILITY, PARKING, CUSTOMER VEHICLES, AND LOADING DOCKS FOR SERVICE DELIVERIES.



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LEGEND

- ← DIRECTION OF TRAFFIC
- [Hatched Box] PROPOSED WORK AREA - STAGE 1
- [Dotted Box] PROPOSED WORK AREA - SEE TRAFFIC CONTROL PLANS STAGE 2
- [Cross-hatched Box] INCIDENTAL HMA SURFACING OR TEMPORARY SIDEWALK
- ↑↑ TYPE III BARRICADE WITH WARNING LIGHTS
- DRUM WITH WARNING LIGHTS

STAGE 1 - REQUIREMENTS

STAGE 1 CONSTRUCTION LIMITS:
 GREEN ST. FROM STA. 1001+65.45 TO STA. 1011+16.20
 WORK ZONE SPEED LIMIT = 25 M.P.H.

1. INSTALL THE DETOUR SIGNING IN ACCORDANCE WITH DETAILS SHOWN IN TRAFFIC CONTROL PLANS AND APPLICABLE TRAFFIC CONTROL STANDARDS. VEHICULAR ACCESS TO AFFECTED PROPERTIES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER.
2. WHEN ALLOWED BY SPECIAL PROVISIONS, CLOSE GREEN STREET TO ALL THRU TRAFFIC FROM WRIGHT STREET TO GOODWIN AVENUE. GREEN STREET WILL BE DETOURED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS AND THE APPLICABLE PORTIONS OF STANDARD 701901.
3. INSTALL THE STORM SEWER, UNDERGROUND UTILITIES, AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. TEMPORARILY PLUG PROPOSED STORM SEWER LATERALS THAT WILL BE COMPLETED IN SUBSEQUENT STAGES. TEMPORARY CAP PROPOSED CONDUITS THAT WILL BE COMPLETED IN SUBSEQUENT STAGES.
4. CONSTRUCT THE SIDEWALKS WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. STAGE THE SIDEWALK CONSTRUCTION TO ALLOW PEDESTRIAN ACCESS AS DIRECTED BY THE ENGINEER AND COORDINATE PEDESTRIAN ACCESS THROUGH SIDE STREET BUILDING ENTRANCES. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS ON EITHER SIDE OF GREEN STREET AT ALL TIMES IN ACCORDANCE WITH DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE RIGHT-OF-WAY (PROWAG), THE APPLICABLE PORTIONS OF STANDARD 701801, OR AS DIRECTED BY THE ENGINEER. TEMPORARY RAMPS AND LANDINGS SHALL BE INSTALLED TO ALLOW PEDESTRIAN ACCESS TO COMMERCIAL, UNIVERSITY, AND RESIDENTIAL FACILITIES WITHIN SIDEWALK CLOSURE AREAS. INSTALL TEMPORARY PCC SIDEWALKS AT UTILITY CROSSING LOCATIONS OR OTHER AREAS TO ACCOMMODATE CONSTRUCTION OF PROPOSED UTILITIES AS DIRECTED BY THE ENGINEER. INSTALL TEMPORARY PCC SIDEWALK TRANSITIONS TO MATCH EXISTING SIDEWALKS OUTSIDE OF THE WORK ZONE AREA AS DIRECTED BY THE ENGINEER.
5. ONE-WAY SOUTHBOUND TRAFFIC SHALL BE MAINTAINED ON MATHEWS AVE. CITY OF URBANA WILL CHANGE EXISTING SIGNS. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON WRIGHT ST. AND GOODWIN AVE. (SEE STAGE 2 FOR TEMPORARY WIDENING.)
6. A DAILY RENTAL FEE WILL APPLY PER PARKING METER AT THE ILLINI UNION IF THE COMPLETION DATE IS NOT MET.

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CHECKED	MGD	8/26/16
REVIEWED		

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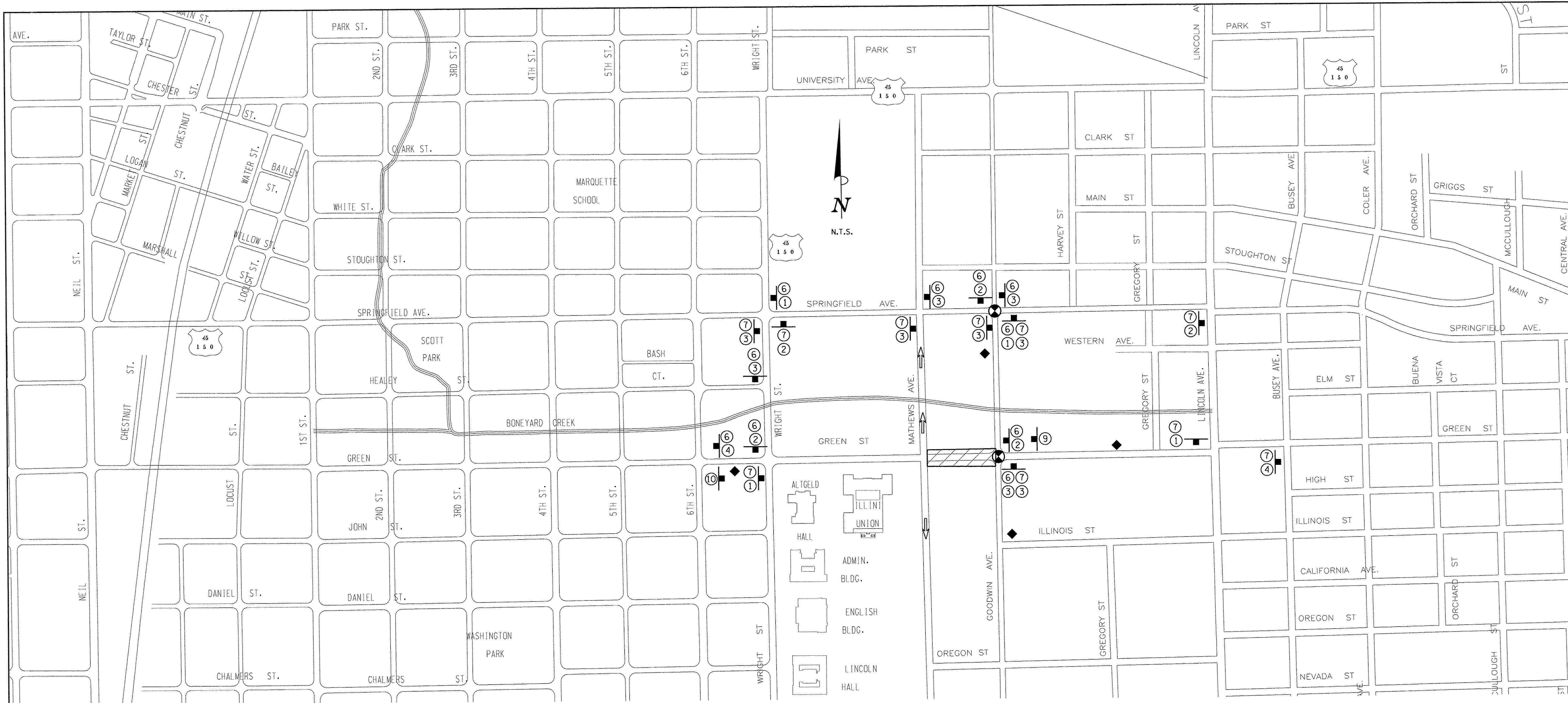
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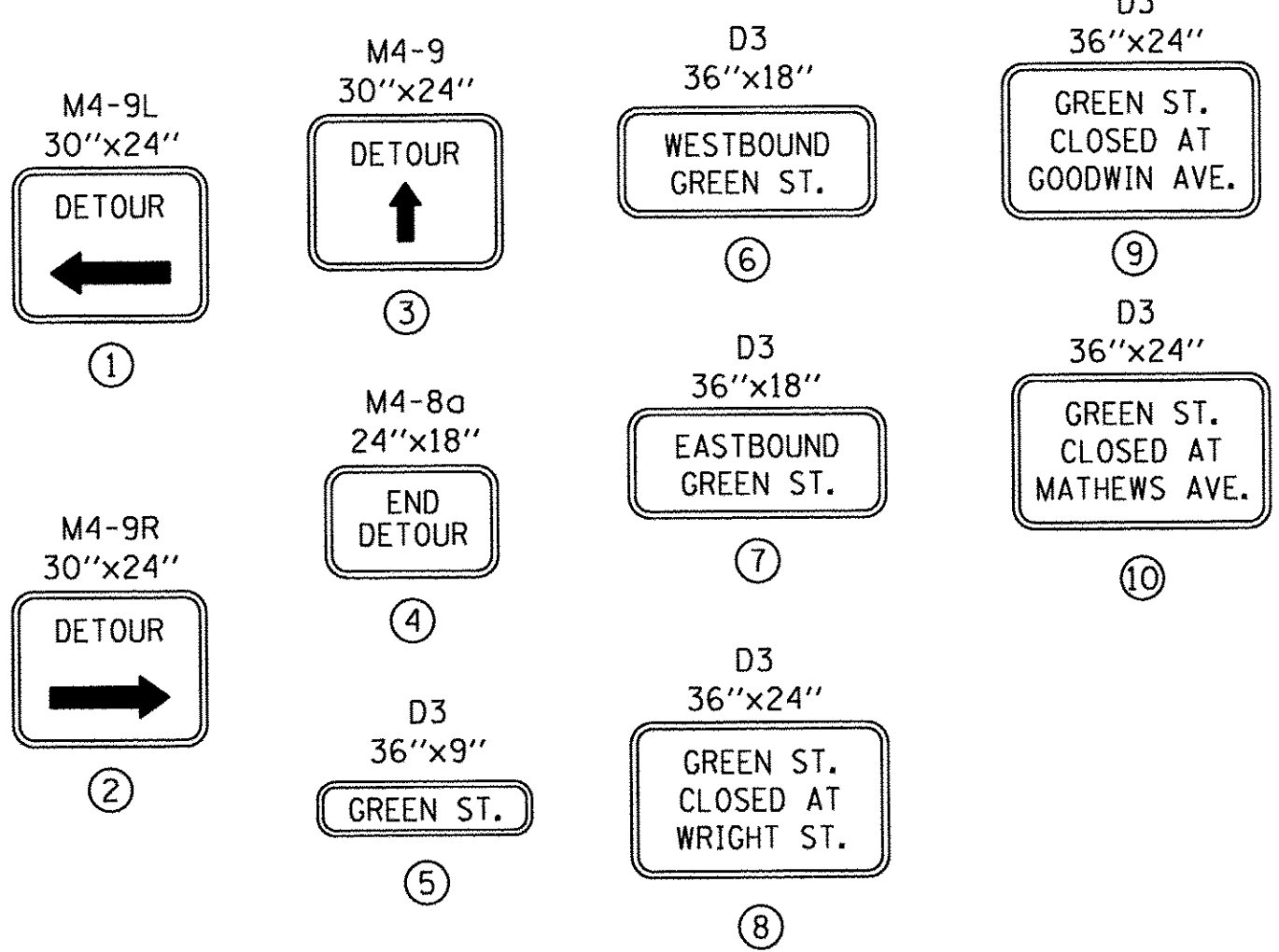
**PROJECT 1 - GREEN STREET
 STAGE 1 - TRAFFIC CONTROL PLANS**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7126	15-00304-01-PV	CHAMPAIGN	236	150
MCCORE PROJECT 1		CONTRACT NO. 91539		
JOB NO. C-95-305-16		ILLINOIS FED. AID PROJECT TIG-51810371		



DETOUR SIGN LEGEND



DETOUR PLAN LEGEND

- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- TYPE III BARRICADE
- DETOUR SIGN NUMBER
- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGNALIZED INTERSECTION WITHIN DETOUR LIMITS

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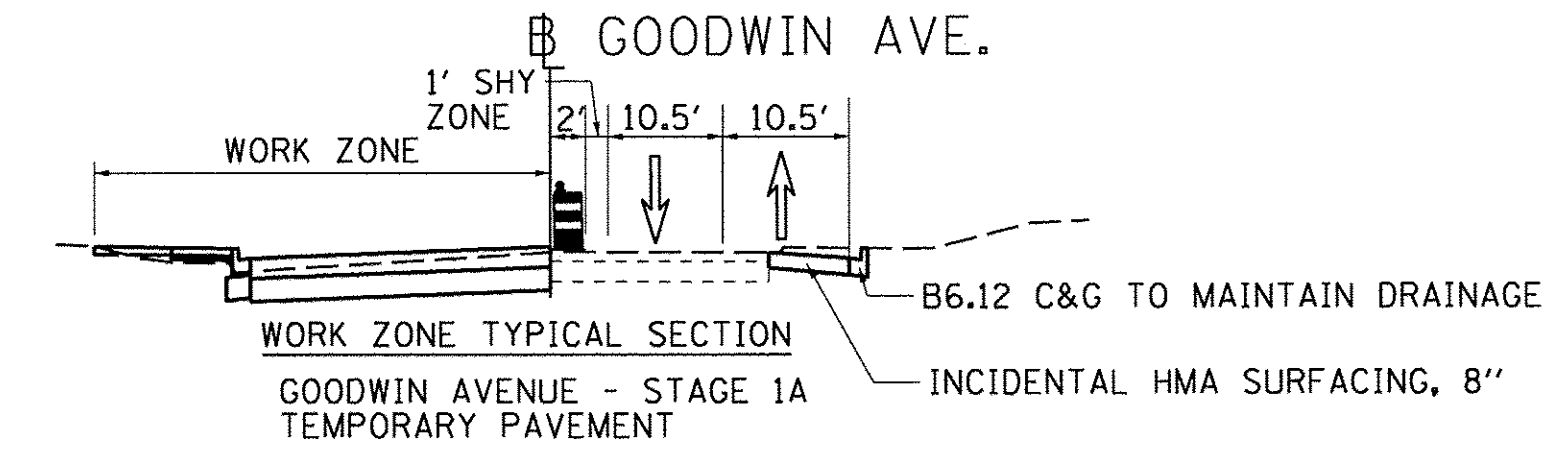
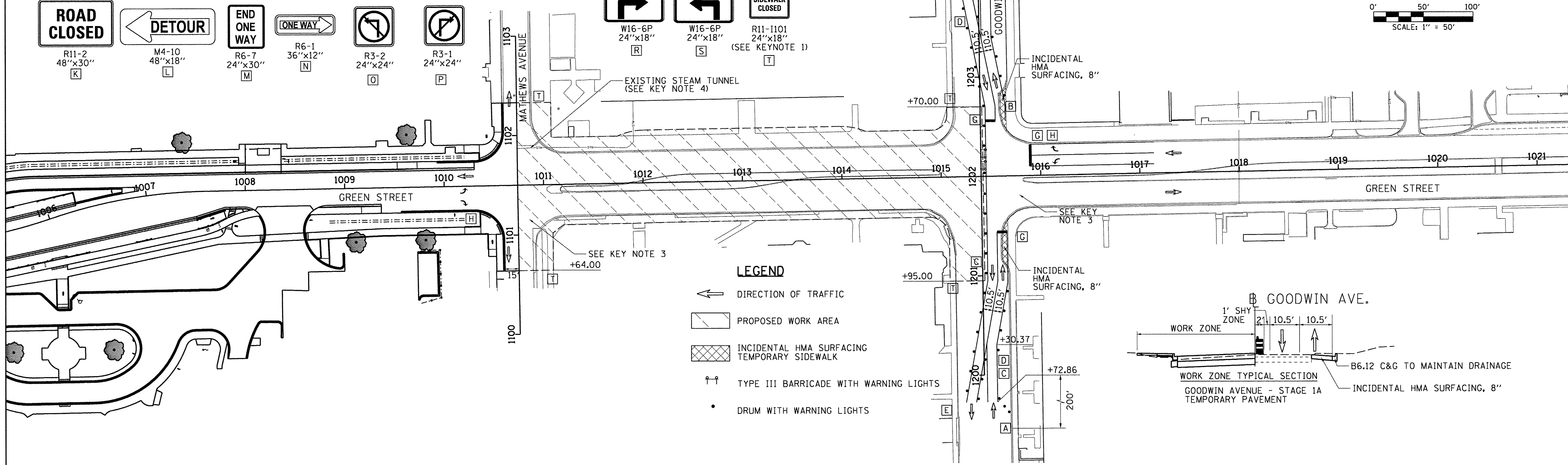
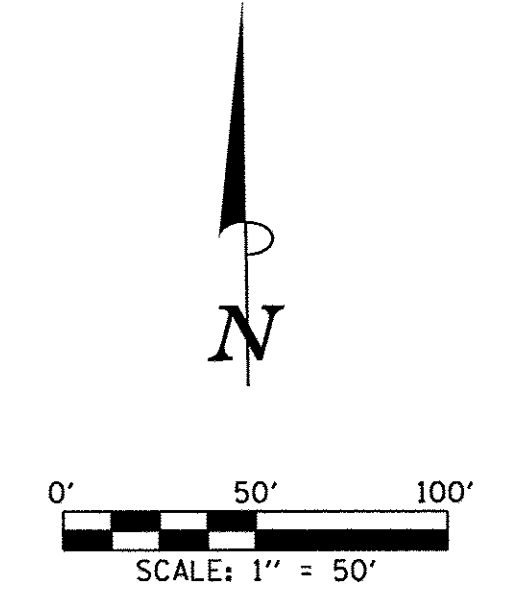
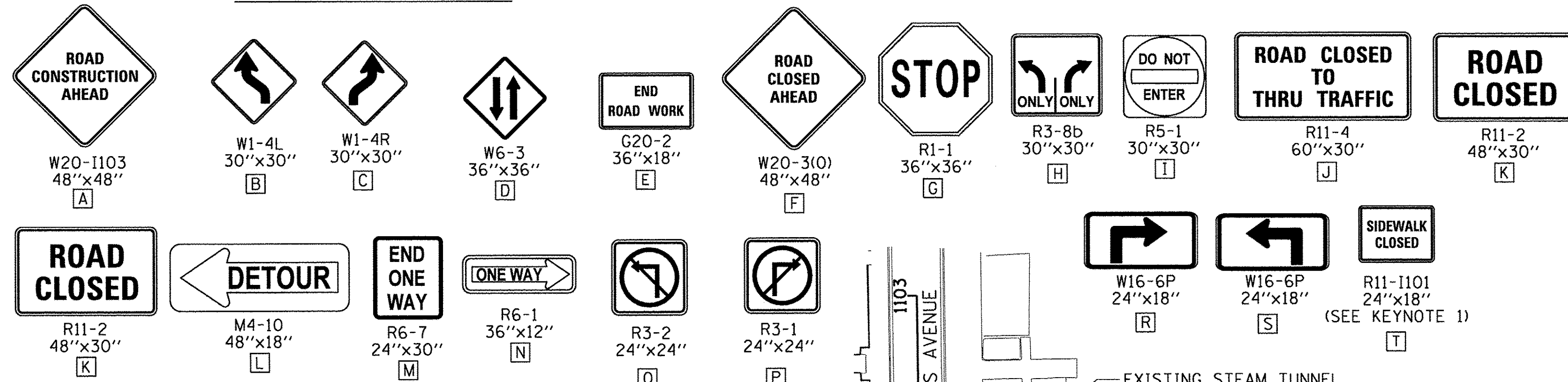
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**PROJECT 1 - GREEN STREET
 STAGE 2 - DETOUR PLAN**

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7126	15-00304-01-PV	CHAMPAIGN	236	151
MCORE PROJECT 1		CONTRACT NO. 91539		
JOB NO. C-95-305-16 ILLINOIS FED. AID PROJECT TIG-5181(057)				

TRAFFIC CONTROL SIGN LEGEND



SEQUENCE OF CONSTRUCTION - STAGE 2

STAGE 2 CONSTRUCTION LIMITS:
 GREEN ST. FROM STA. 1011+16.20 TO STA. 1015+42.02
 WORK ZONE SPEED LIMIT = 25 M.P.H.

- INSTALL THE DETOUR SIGNING IN ACCORDANCE WITH DETAILS SHOWN IN TRAFFIC CONTROL PLANS AND APPLICABLE TRAFFIC CONTROL STANDARDS. VEHICULAR ACCESS TO AFFECTED PROPERTIES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER.
- CLOSE GREEN STREET FROM MATHEWS AVE. TO GOODWIN AVE. AS ALLOWED BY THE SPECIAL PROVISIONS. SHIFT SOUTHBOUND GOODWIN AVENUE TO THE EAST SIDE OF GOODWIN AVENUE IN ACCORDANCE WITH THE DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS AND THE APPLICABLE PORTIONS OF STANDARD 701502.
- INSTALL THE STORM SEWER, UNDERGROUND UTILITIES, AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. TEMPORARILY PLUG PROPOSED STORM SEWER LATERALS THAT WILL BE COMPLETED IN SUBSEQUENT STAGES. TEMPORARY CAP PROPOSED CONDUITS THAT WILL BE COMPLETED IN SUBSEQUENT STAGES.
- CONSTRUCT THE SIDEWALKS WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. STAGE THE SIDEWALK CONSTRUCTION TO ALLOW PEDESTRIAN ACCESS AS DIRECTED BY THE ENGINEER AND COORDINATE PEDESTRIAN ACCESS THROUGH SIDE STREET BUILDING ENTRANCES. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS ON EITHER SIDE OF GREEN STREET AND GOODWIN AVENUE AT ALL TIMES IN ACCORDANCE WITH DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE RIGHT-OF-WAY (PROWAG), THE APPLICABLE PORTIONS OF STANDARD 701801, OR AS DIRECTED BY THE ENGINEER. TEMPORARY RAMPS AND LANDINGS SHALL BE INSTALLED TO ALLOW PEDESTRIAN ACCESS TO UNIVERSITY, COMMERCIAL, AND RESIDENTIAL FACILITIES WITHIN SIDEWALK CLOSURE AREAS. INSTALL TEMPORARY PCC SIDEWALKS AT UTILITY CROSSING LOCATIONS OR OTHER AREAS TO ACCOMMODATE CONSTRUCTION OF PROPOSED UTILITIES AS DIRECTED BY THE ENGINEER. INSTALL TEMPORARY PCC SIDEWALK TRANSITIONS TO MATCH EXISTING SIDEWALKS OUTSIDE OF THE WORK ZONE AREA AS DIRECTED BY THE ENGINEER.
- CONSTRUCT THE PCC PAVEMENT WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. INSTALL TEMPORARY PAVEMENT TRANSITIONS TO MATCH THE EXISTING PAVEMENT PRIOR TO THE WINTER SHUT DOWN AS DIRECTED BY THE ENGINEER.
- DURING THE ILLINOIS MARATHON A MINIMUM OF 20 FEET OF PAVEMENT SHALL BE OPEN AND CLEAR ON THE EAST BOUND SIDE OF THE ROADWAY. NO WORK WILL BE ALLOWED DURING THE RACE AND THE WORK ZONE SHALL BE SECURED. SEE SPECIFICATIONS FOR DATES.

STAGE 2 KEY NOTES:

- PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE SIDE OF THE STREET AT ALL TIMES. SIGN LOCATION SHALL REFLECT CURRENT SIDEWALK CLOSURES TO DIRECT PEDESTRIANS THROUGH THE WORK ZONE AREA. FENCES AND BARRICADES SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER. ALSO SEE STANDARD DETAIL 701801 FOR ADDITIONAL INFORMATION.
- INCIDENTAL HOT-MIX ASPHALT SURFACING AND TEMPORARY SIDEWALK TRANSITIONS SHALL BE INSTALLED TO MATCH EXISTING CONDITIONS.
- CONTRACTOR WILL BE ALLOWED TO CLOSE MATHEWS AVENUE FOR A LIMITED DURATION AS APPROVED BY THE ENGINEER TO CONSTRUCT PROPOSED WATERMAIN. CLOSURE SHALL BE LIMITED TO A WEEKEND STARTING ON FRIDAY AT 7P AND REOPENING BY 5A MONDAY WITH NIGHTTIME CONSTRUCTION ALLOWED. ADVANCE NOTIFICATION SHALL BE PROVIDED TO UIUC, MTD, AND THE PUBLIC. IF CONTRACTOR IS UNABLE TO FINISH WATERMAIN CROSSING OVER THE WEEKEND, CONTRACTOR SHALL PROVIDE TEMPORARY SHORING, BACKFILL ABOVE CASE PIPE, PATCHING, AND OPEN ROAD TO ONE (1) LANE OF TRAFFIC. CONTRACTOR SHALL THEN CONTINUE WORK FROM EITHER SIDE IN EXCAVATED PITTS.
- MATHEWS AVENUE STEAM TUNNEL NOTE: STA. 1101+80.50 TO STA. 1101+92.50 EXISTING WOOD LOG STEAM CONDUIT CROSSING UNDER MATHEWS STREET. EXTREME CAUTION SHALL BE EXERCISED BY ALL CONTRACTORS TO AVOID DISTURBING OR DAMAGING THE TUNNEL. ONCE THE EXISTING PAVEMENT IS REMOVED NO EQUIPMENT OR TRUCKS SHALL BE ALLOWED TO DRIVE OVER THE TUNNEL UNTIL THE FINAL PAVEMENT HAS BEEN CONSTRUCTED. FOR THE LIMITS NOTED PORTLAND CEMENT CONCRETE BASE COURSE 12" SHALL BE USED IN PLACE OF THE AGGREGATE BASE COURSE TYPE A, 12" TO HELP BRIDGE OVER THE TUNNEL. SEE PROJECT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AND SURVEILLANCE DURING WINTER SHUTDOWN.

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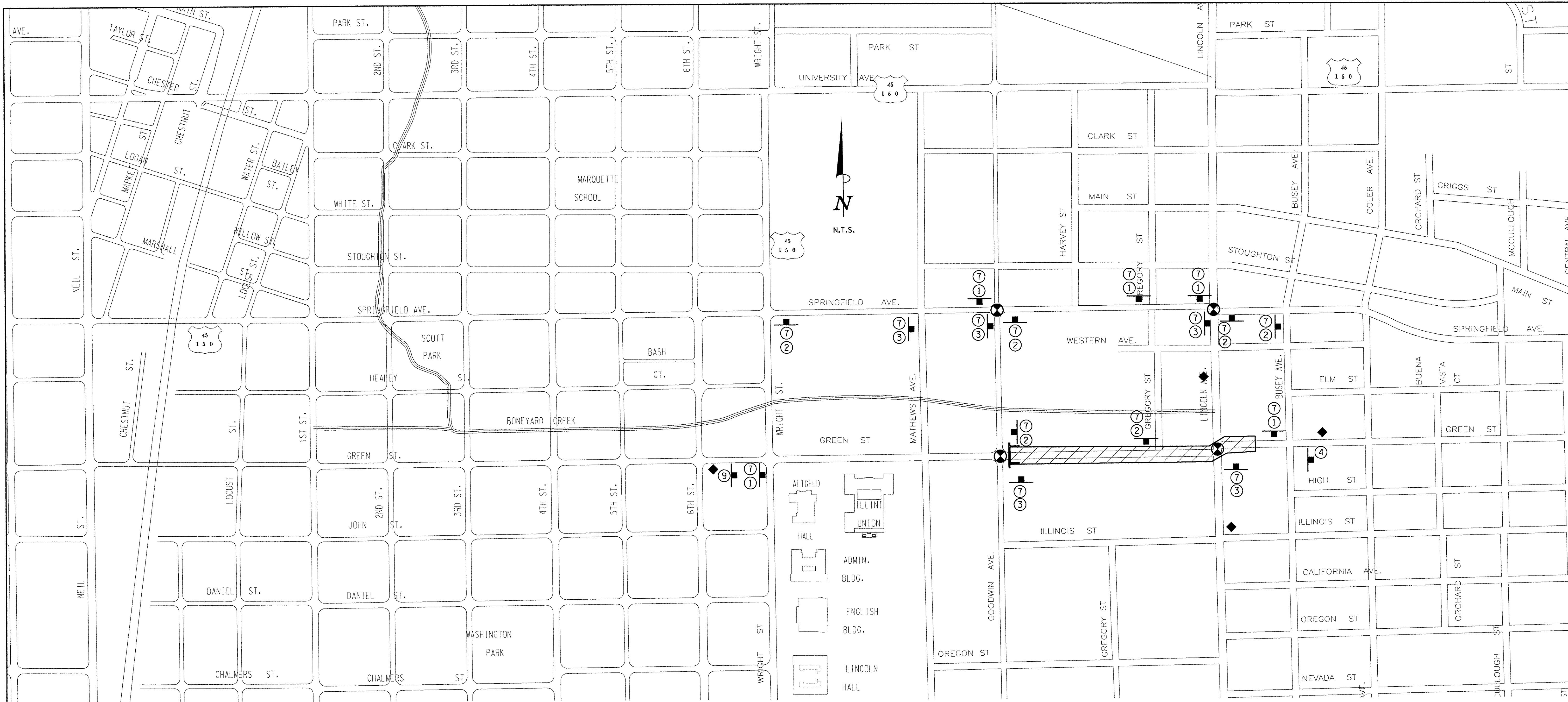
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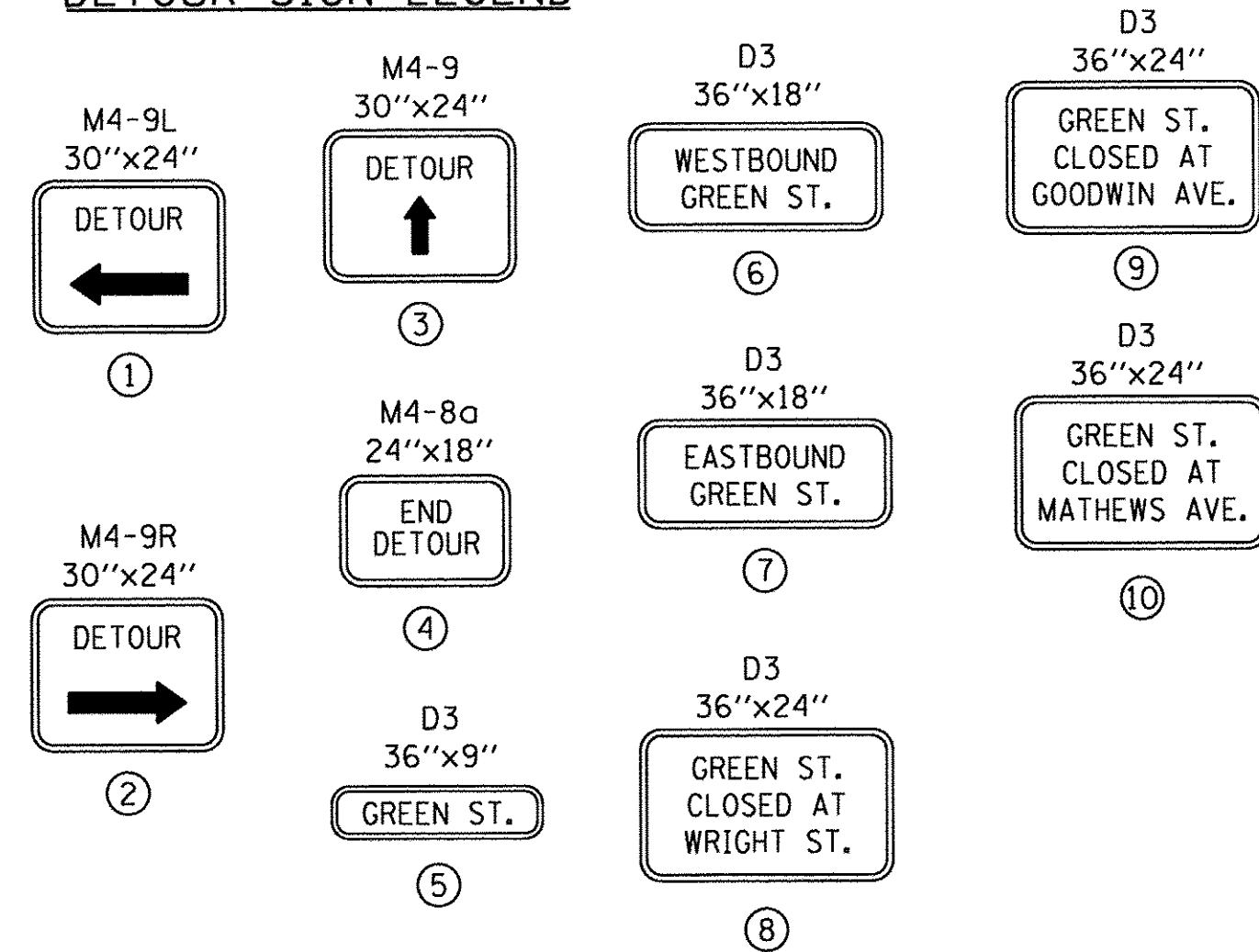
PROJECT 1 - GREEN STREET
 STAGE 2 - TRAFFIC CONTROL PLANS

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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MCORE PROJECT 1			CONTRACT NO. 91539	
JOB NO. C-95-305-16 ILLINOIS FED. AID PROJECT TIG-51810571				



DETOUR SIGN LEGEND



DETOUR PLAN LEGEND

- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- TYPE III BARRICADE
- DETOUR SIGN NUMBER
- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGNALIZED INTERSECTION WITHIN DETOUR LIMITS

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REVIEWED	MGD	8/26/16

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STATE OF ILLINOIS
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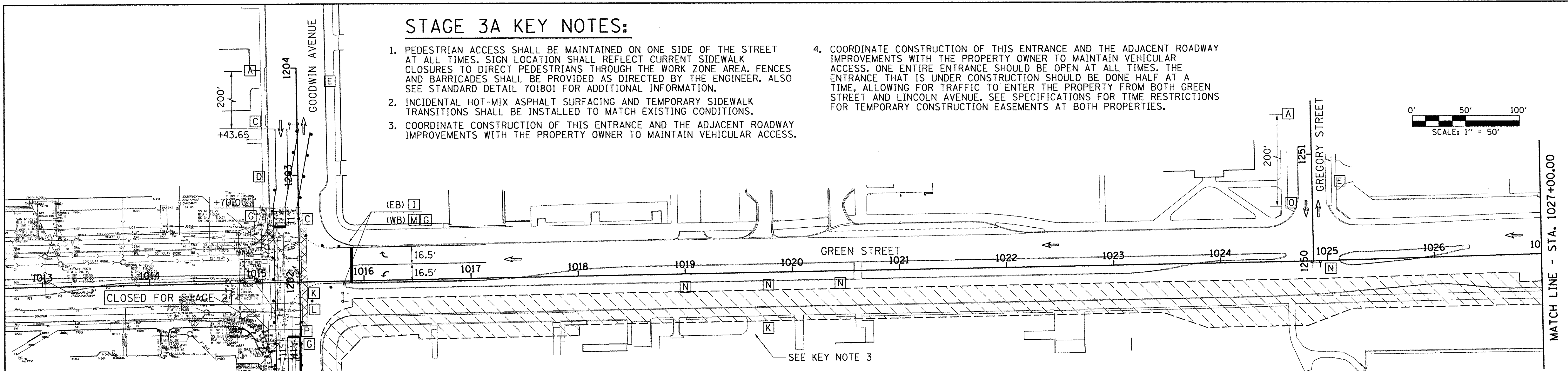
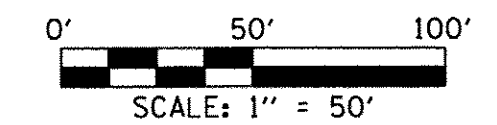
**PROJECT 1 - GREEN STREET
 STAGE 3A/3B - DETOUR PLAN**

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

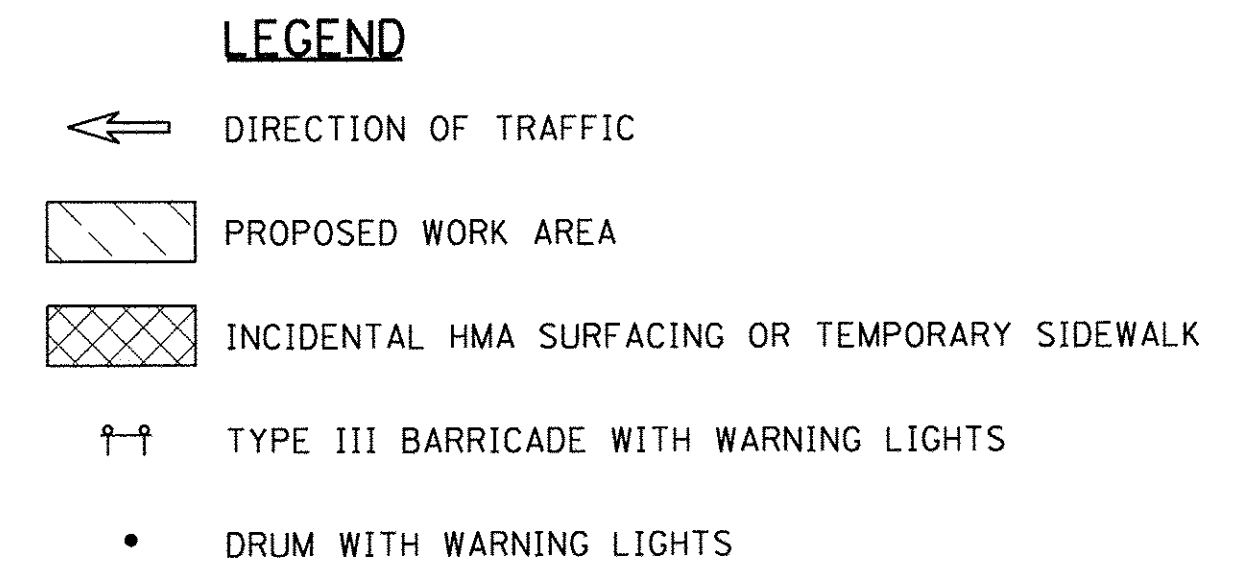
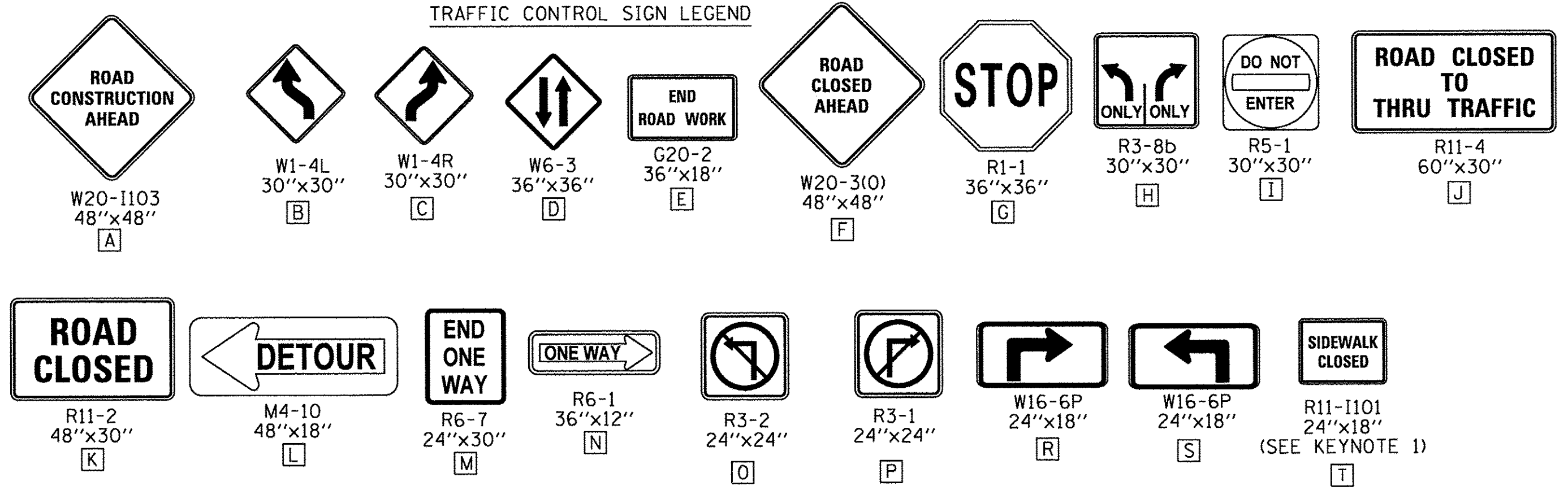
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MCORE PROJECT 1		CONTRACT NO. 91539		
JOB NO. C-95-305-16 ILLINOIS FED. AID PROJECT T1G-5181(057)				

STAGE 3A KEY NOTES:

1. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE SIDE OF THE STREET AT ALL TIMES. SIGN LOCATION SHALL REFLECT CURRENT SIDEWALK CLOSURES TO DIRECT PEDESTRIANS THROUGH THE WORK ZONE AREA. FENCES AND BARRICADES SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER. ALSO SEE STANDARD DETAIL 701801 FOR ADDITIONAL INFORMATION.
2. INCIDENTAL HOT-MIX ASPHALT SURFACING AND TEMPORARY SIDEWALK TRANSITIONS SHALL BE INSTALLED TO MATCH EXISTING CONDITIONS.
3. COORDINATE CONSTRUCTION OF THIS ENTRANCE AND THE ADJACENT ROADWAY IMPROVEMENTS WITH THE PROPERTY OWNER TO MAINTAIN VEHICULAR ACCESS.
4. COORDINATE CONSTRUCTION OF THIS ENTRANCE AND THE ADJACENT ROADWAY IMPROVEMENTS WITH THE PROPERTY OWNER TO MAINTAIN VEHICULAR ACCESS. ONE ENTIRE ENTRANCE SHOULD BE OPEN AT ALL TIMES. THE ENTRANCE THAT IS UNDER CONSTRUCTION SHOULD BE DONE HALF AT A TIME, ALLOWING FOR TRAFFIC TO ENTER THE PROPERTY FROM BOTH GREEN STREET AND LINCOLN AVENUE. SEE SPECIFICATIONS FOR TIME RESTRICTIONS FOR TEMPORARY CONSTRUCTION EASEMENTS AT BOTH PROPERTIES.



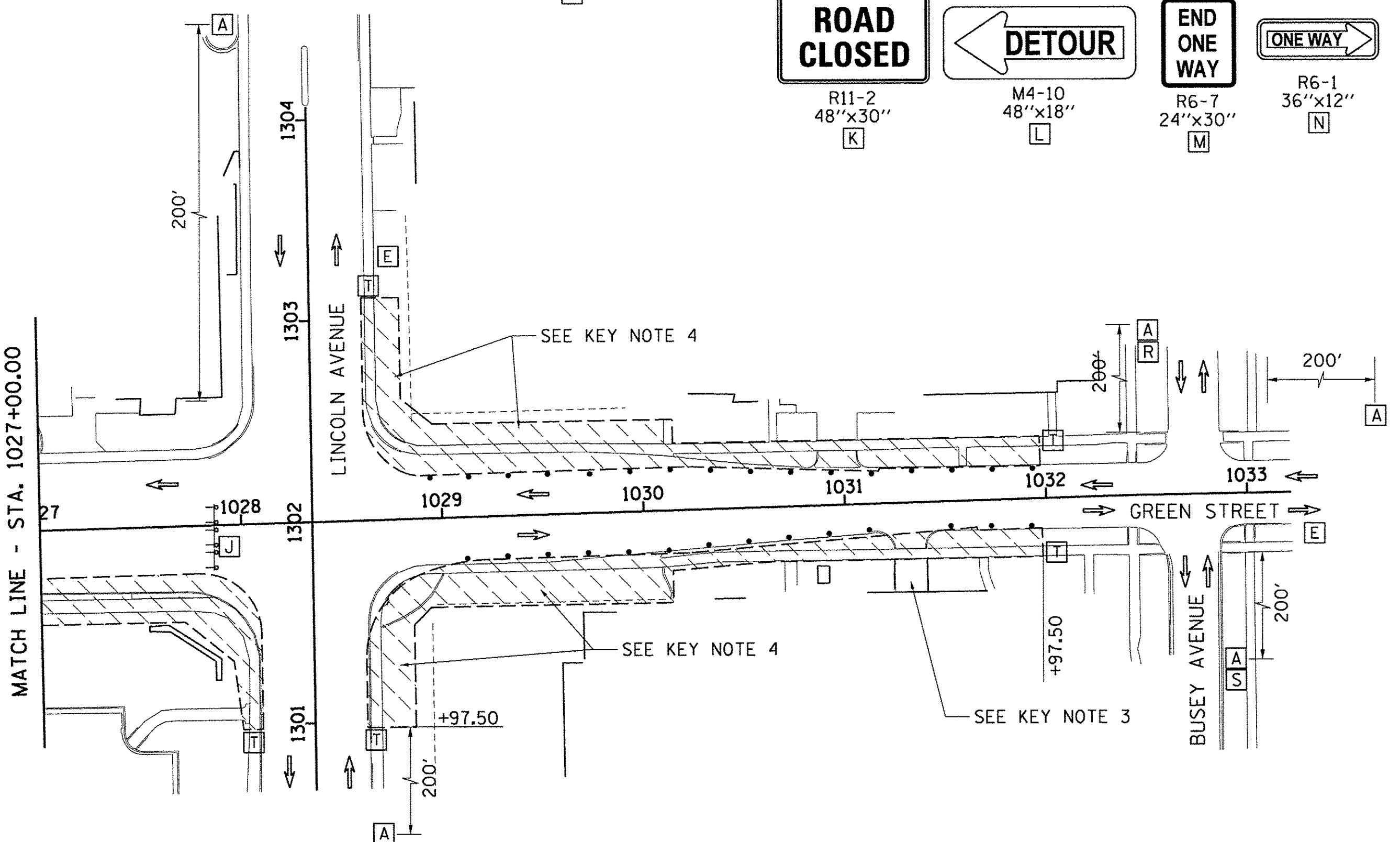
TRAFFIC CONTROL SIGN LEGEND



SEQUENCE OF CONSTRUCTION - STAGE 3A

STAGE 3A CONSTRUCTION LIMITS:
 GREEN ST. FROM STA. 1015+42.02 TO STA. 1031+97.50
 WORK ZONE SPEED LIMIT = 25 M.P.H.

1. INSTALL THE DETOUR SIGNING IN ACCORDANCE WITH DETAILS SHOWN IN TRAFFIC CONTROL PLANS AND APPLICABLE TRAFFIC CONTROL STANDARDS. VEHICULAR ACCESS TO AFFECTED PROPERTIES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER.
2. CLOSE THE SOUTH HALF OF GREEN STREET TO ALL TRAFFIC FROM STA. 1015+42.02 TO STA. 1031+97.50 AS ALLOWED BY SPECIFICATIONS. EASTBOUND GREEN STREET WILL BE DETOURED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS AND THE APPLICABLE PORTIONS OF STANDARD 701901. NORTHBOUND GOODWIN AVENUE WILL BE SHIFTED TO THE SOUTHBOUND LANES IN ACCORDANCE WITH THE DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS STANDARD 701701.
3. LINCOLN AVENUE SHALL REMAIN OPEN TO TWO-WAY TRAFFIC. ONCE MILLING BEGINS, TEMPORARY RAMPS SHALL BE USED TO ALLOW FOR TRAFFIC TO CONTINUE THROUGH THE INTERSECTION AS DIRECTED BY THE ENGINEER. TRAFFIC SIGNALS TO REMAIN IN USE UNLESS OTHERWISE APPROVED/DIRECTED BY THE ENGINEER.
4. REMOVE THE EXISTING PAVEMENT AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE.
5. INSTALL THE STORM SEWER, UNDERGROUND UTILITIES, BUS PLATFORM, AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. TEMPORARILY PLUG PROPOSED STORM SEWER LATERALS THAT WILL BE COMPLETED IN SUBSEQUENT STAGES.
6. CONSTRUCT THE PCC PAVEMENT WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. INSTALL TEMPORARY PAVEMENT TRANSITIONS TO MATCH THE EXISTING PAVEMENT AT THE EAST AND WEST ENDS OF THE WORK ZONE AS DIRECTED BY THE ENGINEER.
7. CONSTRUCT THE SIDEWALKS WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. STAGE THE SIDEWALK CONSTRUCTION TO ALLOW PEDESTRIAN ACCESS AS DIRECTED BY THE ENGINEER AND COORDINATE PEDESTRIAN ACCESS THROUGH SIDE STREET BUILDING ENTRANCES. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS ON EITHER SIDE OF GREEN STREET AT ALL TIMES IN ACCORDANCE WITH DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE RIGHT-OF-WAY (PROWAG), THE APPLICABLE PORTIONS OF STANDARD 701801, OR AS DIRECTED BY THE ENGINEER. TEMPORARY RAMPS AND LANDINGS SHALL BE INSTALLED TO ALLOW PEDESTRIAN ACCESS TO UNIVERSITY, COMMERCIAL, AND RESIDENTIAL FACILITIES WITHIN SIDEWALK CLOSURE AREAS. INSTALL TEMPORARY PCC SIDEWALKS AT UTILITY CROSSING LOCATIONS OR OTHER AREAS TO ACCOMMODATE CONSTRUCTION OF PROPOSED UTILITIES AS DIRECTED BY THE ENGINEER. INSTALL TEMPORARY PCC SIDEWALK TRANSITIONS TO MATCH EXISTING SIDEWALKS OUTSIDE OF THE WORK ZONE AREA AS DIRECTED BY THE ENGINEER.
8. INSTALL ELECTRICAL EQUIPMENT AND CONSTRUCT STREETScape ITEMS AND OTHER REMAINING IMPROVEMENTS WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE.



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REVIEWED	MGD	8/26/16

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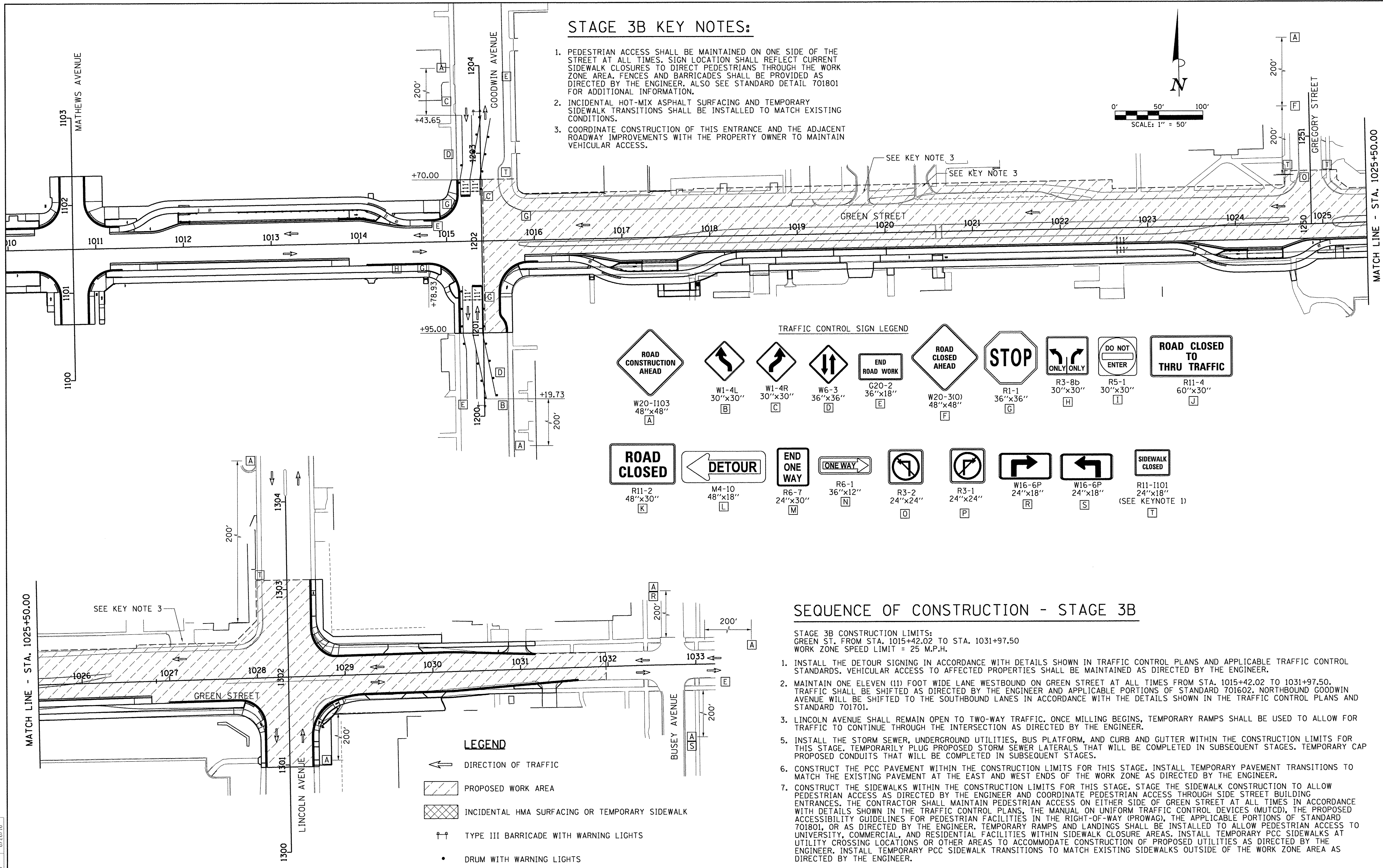
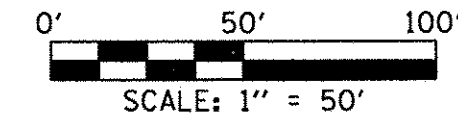
PROJECT 1 - GREEN STREET
 STAGE 3A - TRAFFIC CONTROL PLANS

SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA.	TO STA.
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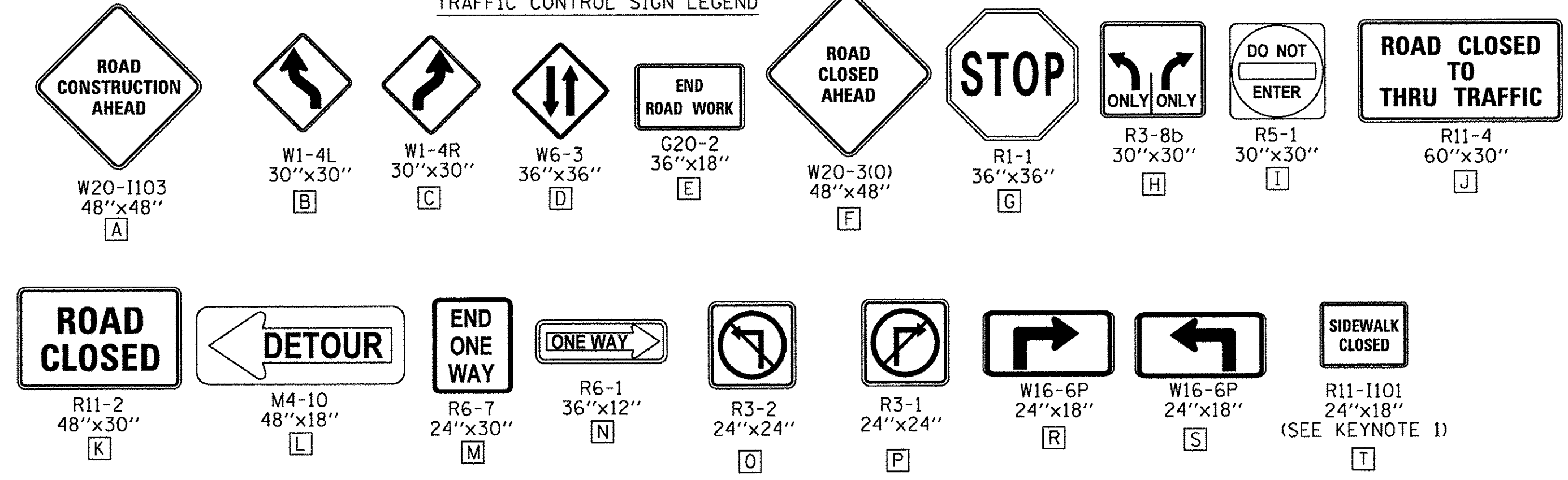
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7126	15-00304-01-PV	CHAMPAIGN	236	154
MCORE PROJECT 1			CONTRACT NO. 91539	
JOB NO. C-95-305-16 ILLINOIS FED. AID PROJECT TIG-5181057				

STAGE 3B KEY NOTES:

1. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON ONE SIDE OF THE STREET AT ALL TIMES. SIGN LOCATION SHALL REFLECT CURRENT SIDEWALK CLOSURES TO DIRECT PEDESTRIANS THROUGH THE WORK ZONE AREA. FENCES AND BARRICADES SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER. ALSO SEE STANDARD DETAIL 701801 FOR ADDITIONAL INFORMATION.
2. INCIDENTAL HOT-MIX ASPHALT SURFACING AND TEMPORARY SIDEWALK TRANSITIONS SHALL BE INSTALLED TO MATCH EXISTING CONDITIONS.
3. COORDINATE CONSTRUCTION OF THIS ENTRANCE AND THE ADJACENT ROADWAY IMPROVEMENTS WITH THE PROPERTY OWNER TO MAINTAIN VEHICULAR ACCESS.



TRAFFIC CONTROL SIGN LEGEND



LEGEND

- ← DIRECTION OF TRAFFIC
- [Diagonal Hatching] PROPOSED WORK AREA
- [Cross-hatching] INCIDENTAL HMA SURFACING OR TEMPORARY SIDEWALK
- ↑↑ TYPE III BARRICADE WITH WARNING LIGHTS
- DRUM WITH WARNING LIGHTS

SEQUENCE OF CONSTRUCTION - STAGE 3B

STAGE 3B CONSTRUCTION LIMITS:
 GREEN ST. FROM STA. 1015+42.02 TO STA. 1031+97.50
 WORK ZONE SPEED LIMIT = 25 M.P.H.

1. INSTALL THE DETOUR SIGNING IN ACCORDANCE WITH DETAILS SHOWN IN TRAFFIC CONTROL PLANS AND APPLICABLE TRAFFIC CONTROL STANDARDS. VEHICULAR ACCESS TO AFFECTED PROPERTIES SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER.
2. MAINTAIN ONE ELEVEN (11) FOOT WIDE LANE WESTBOUND ON GREEN STREET AT ALL TIMES FROM STA. 1015+42.02 TO 1031+97.50. TRAFFIC SHALL BE SHIFTED AS DIRECTED BY THE ENGINEER AND APPLICABLE PORTIONS OF STANDARD 701602. NORTHBOUND GOODWIN AVENUE WILL BE SHIFTED TO THE SOUTHBOUND LANES IN ACCORDANCE WITH THE DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS AND STANDARD 701701.
3. LINCOLN AVENUE SHALL REMAIN OPEN TO TWO-WAY TRAFFIC. ONCE MILLING BEGINS, TEMPORARY RAMPS SHALL BE USED TO ALLOW FOR TRAFFIC TO CONTINUE THROUGH THE INTERSECTION AS DIRECTED BY THE ENGINEER.
5. INSTALL THE STORM SEWER, UNDERGROUND UTILITIES, BUS PLATFORM, AND CURB AND GUTTER WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. TEMPORARILY PLUG PROPOSED STORM SEWER LATERALS THAT WILL BE COMPLETED IN SUBSEQUENT STAGES. TEMPORARY CAP PROPOSED CONDUITS THAT WILL BE COMPLETED IN SUBSEQUENT STAGES.
6. CONSTRUCT THE PCC PAVEMENT WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. INSTALL TEMPORARY PAVEMENT TRANSITIONS TO MATCH THE EXISTING PAVEMENT AT THE EAST AND WEST ENDS OF THE WORK ZONE AS DIRECTED BY THE ENGINEER.
7. CONSTRUCT THE SIDEWALKS WITHIN THE CONSTRUCTION LIMITS FOR THIS STAGE. STAGE THE SIDEWALK CONSTRUCTION TO ALLOW PEDESTRIAN ACCESS AS DIRECTED BY THE ENGINEER AND COORDINATE PEDESTRIAN ACCESS THROUGH SIDE STREET BUILDING ENTRANCES. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS ON EITHER SIDE OF GREEN STREET AT ALL TIMES IN ACCORDANCE WITH DETAILS SHOWN IN THE TRAFFIC CONTROL PLANS. THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE RIGHT-OF-WAY (PROWAG), THE APPLICABLE PORTIONS OF STANDARD 701801, OR AS DIRECTED BY THE ENGINEER. TEMPORARY RAMPS AND LANDINGS SHALL BE INSTALLED TO ALLOW PEDESTRIAN ACCESS TO UNIVERSITY, COMMERCIAL, AND RESIDENTIAL FACILITIES WITHIN SIDEWALK CLOSURE AREAS. INSTALL TEMPORARY PCC SIDEWALKS AT UTILITY CROSSING LOCATIONS OR OTHER AREAS TO ACCOMMODATE CONSTRUCTION OF PROPOSED UTILITIES AS DIRECTED BY THE ENGINEER. INSTALL TEMPORARY PCC SIDEWALK TRANSITIONS TO MATCH EXISTING SIDEWALKS OUTSIDE OF THE WORK ZONE AREA AS DIRECTED BY THE ENGINEER.

LAYOUT	DLC	11/24/15
DRAWN	CLS	8/25/16
REVIEWED	MGD	8/26/16

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 PLOT DATE = 8/25/2016 4:11:32 PM

DESIGNED - DLC	REVISED -
DRAWN - CLS	REVISED -
CHECKED - MGD	REVISED -
DATE - 8/26/2016	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROJECT 1 - GREEN STREET
 STAGE 3B - TRAFFIC CONTROL PLANS

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7126	15-00304-01-PV	CHAMPAIGN	236	155
MCORE PROJECT 1			CONTRACT NO. 91539	
JOB NO. C-95-305-16 ILLINOIS FED. AID PROJECT TIG-5181057				