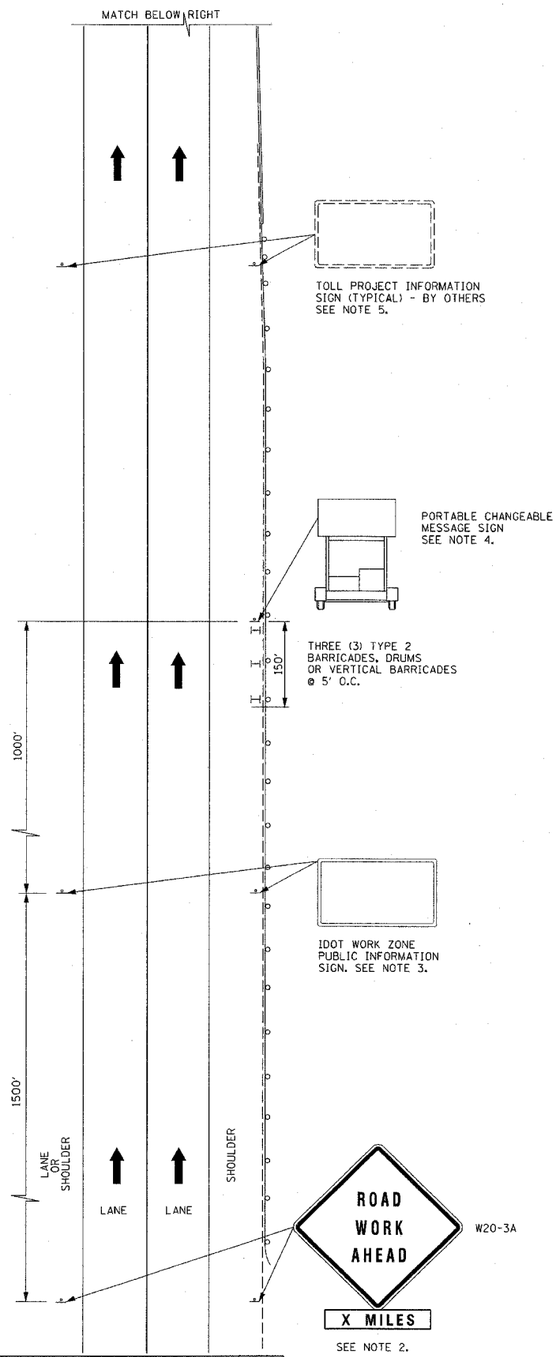

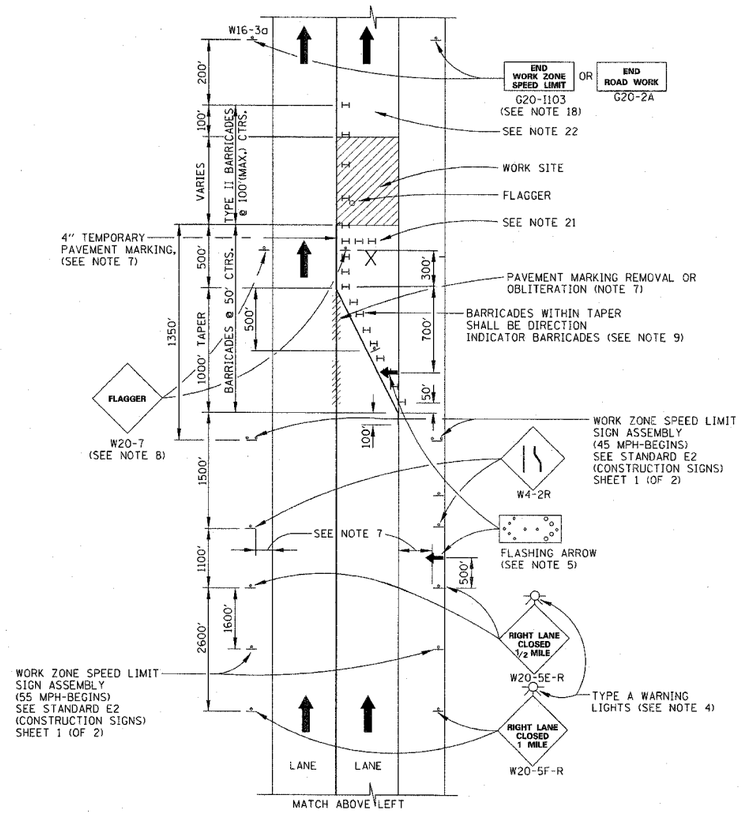

ONE-LANE CLOSURE

LANE CLOSURE NOTES:

1. IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
2. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
3. THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
4. FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND ½ MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED AND A MINIMUM OF 18" X 18" ORANGE WARNING FLAG AFFIXED TO THE FIRST SIGN ONLY.
5. FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
6. CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
7. PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOURS DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
8. WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER AHEAD SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. SEE NOTE 12 REGARDING MOVING OPERATIONS.
9. DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
10. FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
11. CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
12. WHENEVER WORKERS ARE PRESENT, ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY WITH A 45 MPH POSTED SPEED SHALL BE PLACED ADJACENT TO THE OPEN LANE AT A DISTANCE OF 1000' MINIMUM TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE LANE CLOSURE. MOVING OPERATIONS WILL REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
13. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
14. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
15. THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
16. THE SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
17. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
18. SIGNS WITH G20-2A, OR AND G20-1103 SHALL BE IN PLACE WHEN THE SIGN ASSEMBLY (WORK ZONE SPEED LIMIT SIGN) IS UP. THESE SIGNS SHALL ALSO BE REMOVED OR COVERED WHEN THE SIGN ASSEMBLY IS REMOVED OR COVERED, UNLESS STILL REQUIRED BY THE MAINTENANCE OF TRAFFIC PLAN.
19. BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
20. SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
21. PLACE CHECK BARRICADES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
22. WHEN THE CLOSURE EXTENDS A MINIMUM 2000 FEET PAST THE LAST WORKER, AND THE WIDTH OF THE OPEN LANES HAVE NOT BEEN ALTERED, A WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55-RESUMES) SHALL BE PLACED AT ½ MILE INTERVALS UNTIL THE END OF THE CLOSURE, OR THE NEXT WORK OPERATION.

ADVANCE SIGNAGE NOTES:

1. THE ADVANCE SIGNAGE SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE 'ROAD WORK AHEAD' SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.
2. THE ROAD CONSTRUCTION AHEAD SIGN (W20-1A, WITH W16-3a SUPPLEMENTAL PLATE) SHALL BE LOCATED UP TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.
3. THE WORK ZONE INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS (217-782-2076).
4. THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE: "RIGHT LANE(S) CLOSED" / "x MILES AHEAD", "LEFT LANE(S) CLOSED" / "x MILES AHEAD", "LANE(S) SHIFT" / "x MILES AHEAD", "ALL LANES OPEN". THE PORTABLE CHANGEABLE MESSAGE SIGN MAY BE MOVED TO THE MEDIAN SHOULDER WHEN THE LANE CLOSURES ARE ON THE LEFT, PROVIDED THE EXISTING SHOULDER WIDTH IS ADEQUATE.
5. THE TOLLWAY WILL FURNISH AND INSTALL STATIC PROJECT INFORMATION SIGNS IN ADVANCE, THROUGH AND AT THE END OF THE WORK ZONE. THESE SIGNS WILL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BETWEEN THE PORTABLE CHANGEABLE MESSAGE SIGN AND THE "ROAD WORK - 1 MILE AHEAD" SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE AUTHORITY REGARDING THE LOCATION OF THESE SIGNS AND NOTIFY THE AUTHORITY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

APPROVED Jeff Haley CHIEF ENGINEER DATE 1-1-2007

SHEET 1 OF 3

Illinois Tollway
Open Roads for a Faster Future

DATE	REVISIONS

LANE CLOSURE DETAILS

STANDARD E2-00