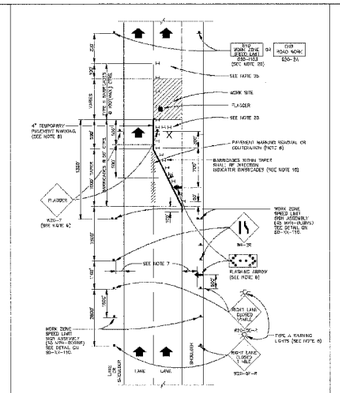
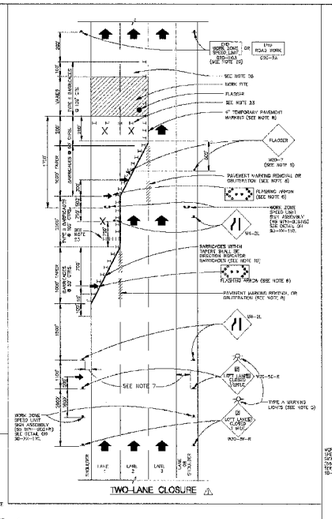
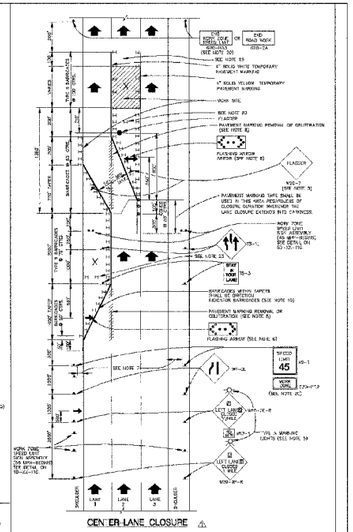
CONTRACT NO. 64594

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	282
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





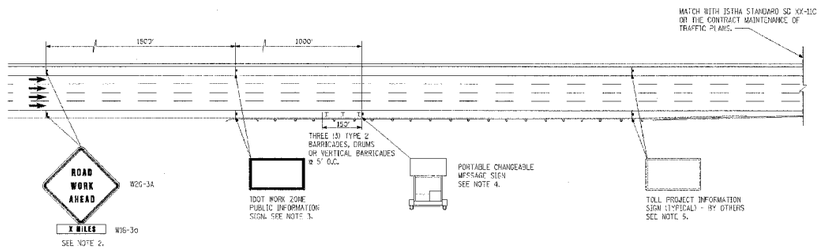


GENERAL NOTES

1. FOR DETAILS OF PROTECTIVE DEVICES AND SIGNS NOT APPLICABLE TO, MAY STANDARD DRAWINGS.
2. IF GUIDANCE ARE EXPECTED TO PREPARE WORK SEQUENCE SHOWING HOW THE FIRST WARNING SIGN SHOWN ON THE DETAILS ADDITIONAL SYSTEMS SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE EXPANDS AS THE WORK PROGRESSES.
3. CONVENTIONAL PLACEMENT MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
4. SIGNS ON NO. 1, 2, 3, 5 APPLY TO DIVIDED HIGHWAY LANE CLOSURES BY CROSSING SIGN LOCATIONS AND ARROW DIRECTIONS FOR RIGHT LANE CLOSURES, OR TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 3 MAJOR ADVANCE WARNING SIGNS. FOR DIVIDED-ONLY CLOSURES, TWO LIGHTS MAY BE USED AND A MINIMUM OF 18" 2 1/8" DIAMOND MOUNTING HOLE AVOIDED TO THE FINISH SIDE EDGE.
5. FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD SHALL BE LOCATED AT THE BEGINNING OF THE FIRST TAPER OF THE LANE CLOSURE.
6. CONSTRUCTION SIGNS SHALL BE MOUNTED AT A HEIGHT OF AT LEAST 7' FROM THE BOTTOM OF THE SIGN TO THE ROADWAY SURFACE. SIGNS SHALL BE FREE FROM OBSTRUCTIONS AND SHALL BE INSTALLED SO AS TO PROVIDE A CLEARANCE OF AT LEAST 1' FROM THE NEAREST EDGE OF THE SIGN AND ADJACENT TRAVEL LANE. WHERE NEAR PEDESTRIANS, IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 7' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
7. PAVEMENT MARKING TAPE, USED REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CONSTRUCTION WORK WILL OBLITERATE THE EXISTING MARKINGS FOR A PERIOD OF 3 DAYS OR MORE.
8. WHERE A TAPERED IS NOT ON EXISTING, THE FLASHER ABOVE SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. SEE NOTE 14 REGARDING HAZARD OPERATIONS.
9. DIRECT THE INCREASE IN BARRICADES SHALL BE USED IN LANE TAPERS.
10. THE CONTRACTOR SHALL PROVIDE SUITABLE PROVING TO SUPPORT THE GUIDE SIGN. THE ADEQUACY OF THE SUPPORT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
11. FOR CLOSURES LONGER THAN ELIGHT FOUR CLOSURES TO ONE HOUR BEFORE SUNSET. THE MINIMUM WEIGHT OF THE SIGN FROM BOULDER ELEVATION SHALL BE 7'-0".
12. CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
13. WHENEVER WORKERS ARE PRESENT, ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY WITH A 45 MPH POSTED SPEED SHALL BE PLACED ADVANCE TO END EACH LANE AT A DISTANCE OF 1000' MINIMUM TO 2,000' MAXIMUM IN ADVANCE OF WORKERS THEIR FACILITY TO LANE CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS SIGNS AT LESS THAN 1000' SPACING. SEE APPLICABLE MOVING OPERATIONS DETAILS.
14. AN ADVANCED SIGN ASSEMBLY SHALL BE PLACED 200' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE. THIS SIGN ASSEMBLY SHALL NOT BE CLOSER THAN 200' TO ANY OTHER SIGN.
15. THE SIGN ASSEMBLY SHALL NOT BE CLOSER THAN 200' TO ANY OTHER SIGN.
16. THE SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
17. SIGN ASSEMBLY SHALL NOT FACE TOWARD THE LEFT.
18. ALL CONFLICTING SIGNS SHALL BE COVERED OR REMOVED.
19. SIGNS WITH W20-2A, OR W20-2AD SHALL BE IN PLACE WHEN THE SIGN ASSEMBLY WORK ZONE SPEED LIMIT SIGN IS IN. THESE SIGNS SHALL ALSO BE REMOVED OR COVERED WHEN THE SIGN ASSEMBLY WORK ZONE SPEED LIMIT SIGN IS NOT IN PLACE. SEE APPLICABLE MOVING OPERATIONS DETAILS.
20. BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
21. SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
22. SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
23. PLACE SIGNS ACCORDANCE IN ACCORDANCE WITH SECTION 1106.02 OF THE STANDARD SPECIFICATIONS.
24. REFER TO SHEET 2 OF 2 FOR SIGN STANDARD FOR SIGNAGE IN ADVANCE OF I 90.
25. ALL SIGNS SHALL BE MOUNTED ON WOOD POSTS UNLESS NOTED OTHERWISE. WOOD POSTS SHALL BE SIZED PER DISTRICT ONE DETAILS. A WORK ZONE SPEED LIMIT SIGN ASSEMBLY SHALL BE PLACED AT 1/3 AND WITHDRAW POINTS, THE END OF THE CLOSURE, OR THE NEXT WORK OPERATION.

SHEET 1 OF 2

APPROVED	CTE ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY	REVISIONS NO. / DATE / DESCRIPTION	STANDARD SD 04-20A	DRAWING NO.
Jeff Bailey, CHIEF ENGINEER, DATE 9-28-2004	CONSOR TOWNSEND ENVIRODYNE ENGINEERS, INC.	2700 OGDEN AVENUE, DOWNERS GROVE, ILLINOIS 60515	1 9/1/04 CORRECTIONS	LANE CLOSURE DETAILS	E1D OF

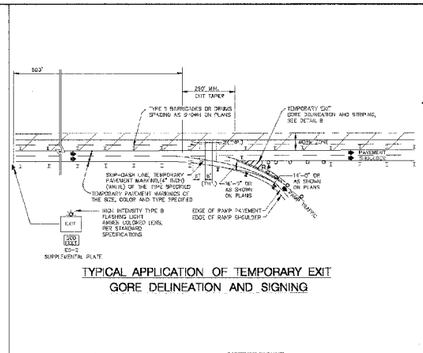


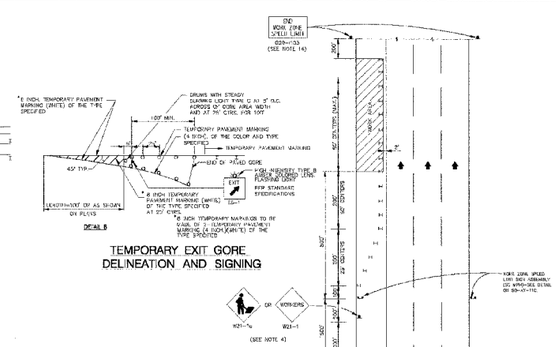
NOTES

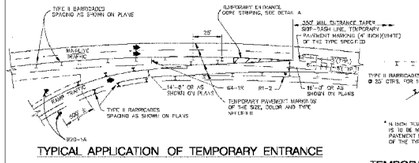
1. THE ADVANCE STORAGE SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE "ROAD WORK AHEAD"SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.
2. THE ROAD CONSTRUCTION AHEAD SIGN (W20-3A, 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 TOOT'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"
   "FLAGGER AHEAD" / "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 AGE 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.

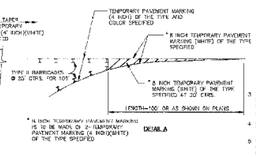
SHEET 2 OF 2

APPROVED	CTE ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY	REVISIONS NO. / DATE / DESCRIPTION	STANDARD SD 04-20A	DRAWING NO.
Jeff Bailey, CHIEF ENGINEER, DATE 9-28-2004	CONSOR TOWNSEND ENVIRODYNE ENGINEERS, INC.	2700 OGDEN AVENUE, DOWNERS GROVE, ILLINOIS 60515		LANE CLOSURE DETAILS ADVANCE SIGNAGE	E1DA OF









GENERAL NOTES:

1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY IS ADJACENT TO OR WHERE WORKERS IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 10 FEET BUT NO CLOSER THAN 2 FEET FROM THE EDGE OF PAVEMENT.
2. THE ALLOWABLE 10 FEET/ON LANE SHALL BE EXTENDED WHEN WORK IS PERFORMED WITH A 2 FEET FROM THE EDGE OF PAVEMENT.
3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR THE NEAR DEVICES (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
4. WHEN THE WORKSITE IS LAST/ENDED, SUBSTITUTE "ROADWORK AHEAD" SIGN FOR THE SHOWING SIGN.
5. MORNON SIGNS OR SHOULDER WORK SIGNS AND CHANNELIZATION DEVICES ARE PLACED ONLY ON THE SIDE OF THE ROADWAY ON WHICH THE ACTIVITY IS PERFORMED.
6. FOR SHOULDER CLOSURE EXTENDING OVERNIGHT, BARRICADE TYPE 1 WITH STEADY BURNING LIGHT, TYPE C SIGN OR EQUIVALENT.
7. FOR SHORT TERM CLOSURE (WORKING TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY (S5A WITH A POSTED SPEED SHALL BE PLACED AT A DISTANCE OF 500' TO 2,000' MAXIMUM IN ADVANCE OF WORKERS THEIR FACILITY TO THE SHOULDER CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
9. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 200' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,000'.
10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 200' TO ANY OTHER SIGN.
11. THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY CONCRETE BARRIER WALL.
12. THE WORK ZONE SPEED LIMIT SIGNS AND SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT OR CLOSE TO MOVING TRAFFIC.
13. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
14. "END WORK ZONE SPEED LIMIT" SIGN SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 50MPH.
15. FOR SHOULDER WORKS OR IMPLEMENT THE FOLLOWING PROVISIONS SHALL BE PLACED AT THE MEDIAN OF PAVEMENT MAINTAIN THE WORK WITHIN RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.

APPROVED	CTE ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY	REVISIONS NO. / DATE / DESCRIPTION	STANDARD SD 04-20B	DRAWING NO.
Jeff Bailey, CHIEF ENGINEER, DATE 9-28-2004	CONSOR TOWNSEND ENVIRODYNE ENGINEERS, INC.	2700 OGDEN AVENUE, DOWNERS GROVE, ILLINOIS 60515	1 6/1/04 REVISED SHOULDER CLOSURE DETAIL 2 8/15/94 ADDED NOTE 15	TEMPORARY GORE DETAILS AND SHOULDER CLOSURE DETAILS	E1B OF

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ISTHA STANDARDS

SCALE: VERT. N/A
HORIZ. N/A
DATE SEPTEMBER 14, 2005

DRAWN BY KRL
CHECKED BY PDS