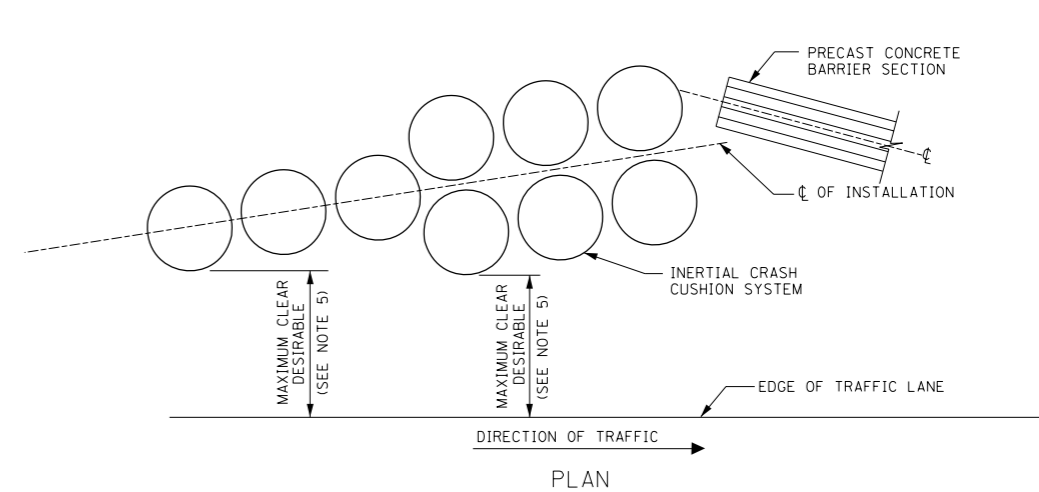
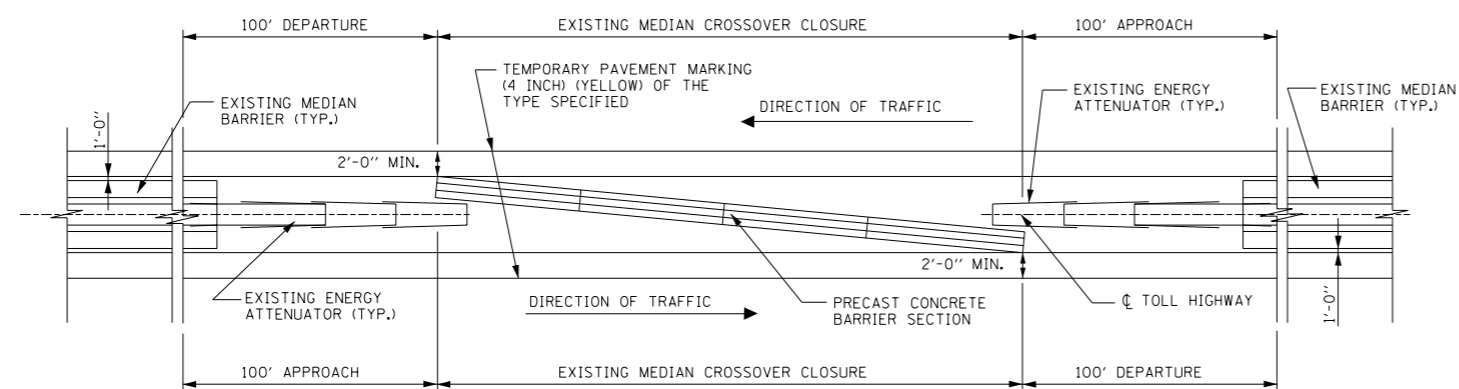


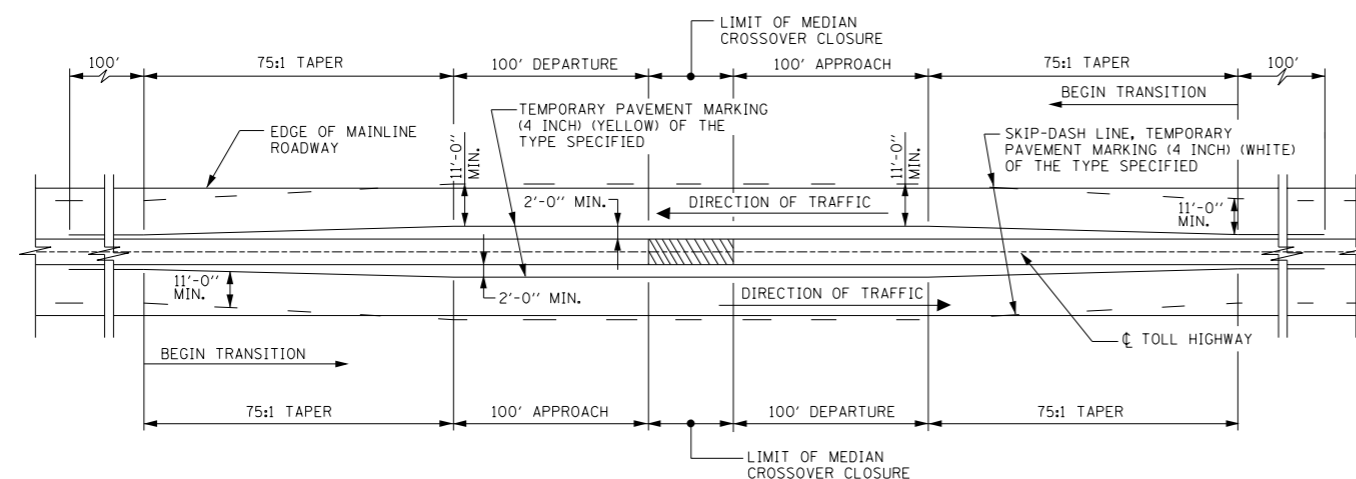
TEMPORARY INERTIAL CRASH CUSHION SYSTEM  
FOR 55 MPH POSTED SPEED LIMIT (12 MODULES )



TEMPORARY INERTIAL CRASH CUSHION SYSTEM  
FOR 45 MPH POSTED SPEED LIMIT (9 MODULES )



TYPICAL TEMPORARY MEDIAN CROSSOVER CLOSURE



TYPICAL TEMPORARY PAVEMENT MARKING  
AT MEDIAN CROSSOVER CLOSURE

NOTES FOR TEMPORARY CRASH CUSHION SYSTEM:

1. BARREL ARRANGEMENT SHOWN APPLIES TO CONSTRUCTION ZONES WITH 45 MPH AND 55 MPH POSTED SPEED LIMITS. FOR OTHER SPEED LIMITS, TEMPORARY CRASH CUSHION SYSTEM SHALL BE AS SHOWN ON PLANS.
2. NUMBERS ON BARRELS INDICATE WEIGHT IN POUNDS OF SAND IN EACH CONTAINER.
3. SAND BARRELS SHALL BE PLACED PRIOR TO COMMENCING PLACEMENT OF PRECAST BARRIER UNITS.
4. THE TEMPORARY INERTIAL CRASH CUSHION SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDED PROCEDURE.
5. WHERE THE BARRELS ARE LOCATED WITHIN A BARRICADED CONSTRUCTION ZONE, THEY SHALL BE LOCATED AS FAR AWAY FROM THE EDGE OF THE TRAFFIC LANE AS POSSIBLE WITH A MINIMUM CLEARANCE OF 2 FEET.

NOTE FOR TEMPORARY MEDIAN CROSSOVER CLOSURE:

1. THE PRECAST BARRIER SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS FOR MOVEABLE CONCRETE BARRIER PLACEMENT OF THE STANDARD SPECIFICATIONS.

NOTE TO DSE

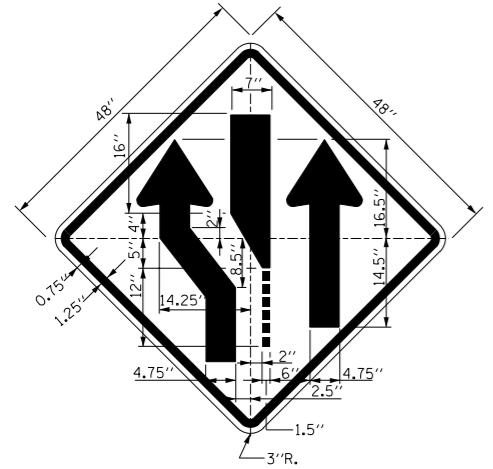
THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DSE PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE ICAPP MANUAL RESOURCE CD OR AVAILABLE FROM THE AUTHORITY. THE DSE SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DSE" SHALL BE REMOVED BY THE DSE PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

APPROVED *Jeff Haley* CHIEF ENGINEER DATE 6-14-2006

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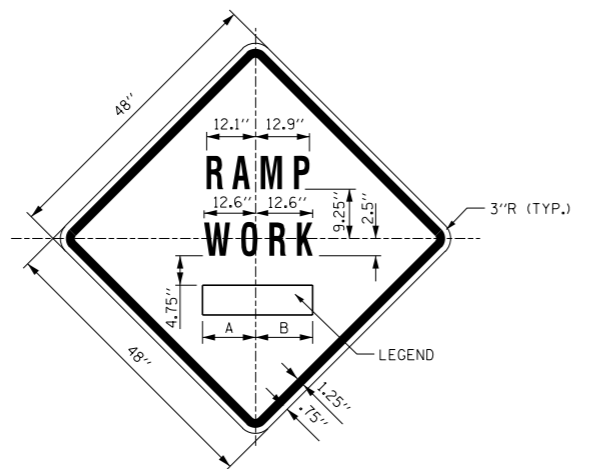
CRASH CUSHION SYSTEMS  
AND MEDIAN CROSSOVER  
CLOSURE DETAILS

DATE 5-12-2005 STANDARD NO. BASE SHEET



**SIGN TS-1**

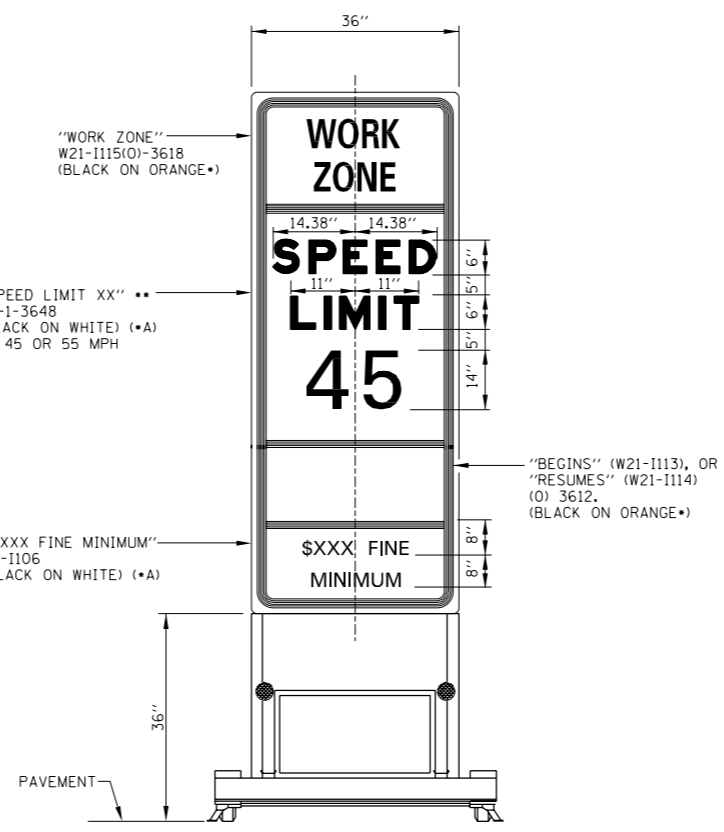
COLOR: BACKGROUND - •  
BORDER AND SYMBOL - BLACK  
SIZE: 48"x48"  
MOUNTING HOLES: SAME AS SHOWN FOR SIGN W1-1  
NOTE: SIGN TS-1L IS SHOWN; REVERSE SYMBOL FOR SIGN TS-1R



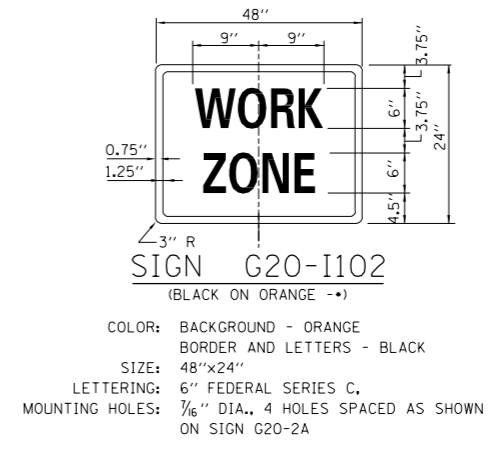
**SIGN TS-2**

COLOR: BACKGROUND - •  
BORDER AND SYMBOL - BLACK  
SIZE: 48"x48"  
LETTERING: 7" FEDERAL SERIES D  
MOUNTING HOLES: SAME AS SHOWN FOR SIGN W1-1

SIGN NO.	LEGEND	A	B
TS-2A	AHEAD	15.50"	15.50"
TS-2B	500 FT	14.25"	15.13"
TS-2C	1000 FT	14.88" L2	15.75" L2
TS-2D	1500 FT	14.88" L2	15.75" L2
TS-2E	1/2 MILE	15.75" L3	15.75" L3
TS-2F	1 MILE	13.06"	13.06"

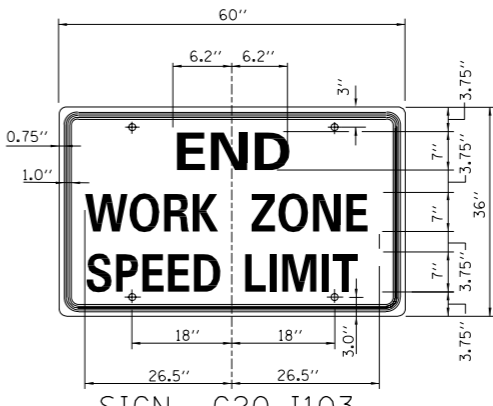


**WORK ZONE SPEED LIMIT SIGN ASSEMBLY**



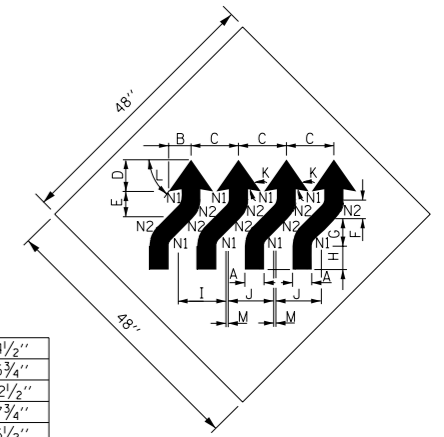
**SIGN G20-I102**

COLOR: BACKGROUND - ORANGE  
BORDER AND LETTERS - BLACK  
SIZE: 48"x24"  
LETTERING: 6" FEDERAL SERIES C  
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN ON SIGN G20-2A



**SIGN G20-I103**

COLOR: BACKGROUND - ORANGE  
BORDER AND LETTERS - BLACK  
SIZE: 60"x36"  
LETTERING: 6" FEDERAL SERIES C  
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

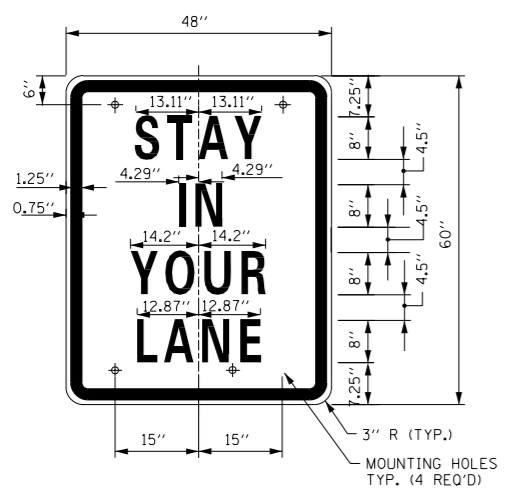


**SIGN WI-4dR**

COLOR: BACKGROUND FLUORESCENT ORANGE TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS  
BORDER AND LETTERS-BLACK

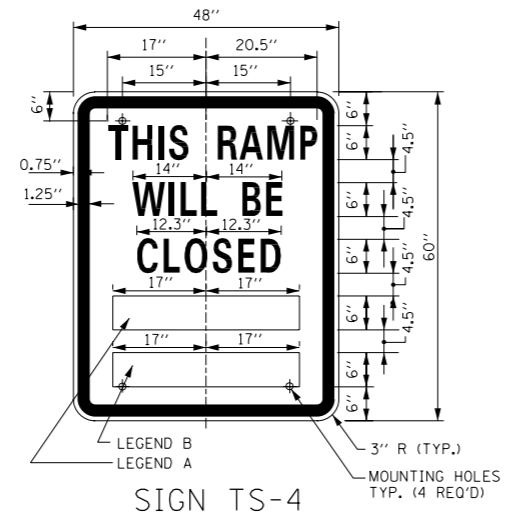
SIZE: 48"x48"

A	4 1/2"
B	5 3/4"
C	12 1/2"
D	7 3/4"
E	6 1/2"
F	4 1/2"
G	6 1/2"
H	6"
I	12 3/4"
J	12"
K	45°
L	55°
M	0 3/4"
N1	2"
N2	6 1/2"



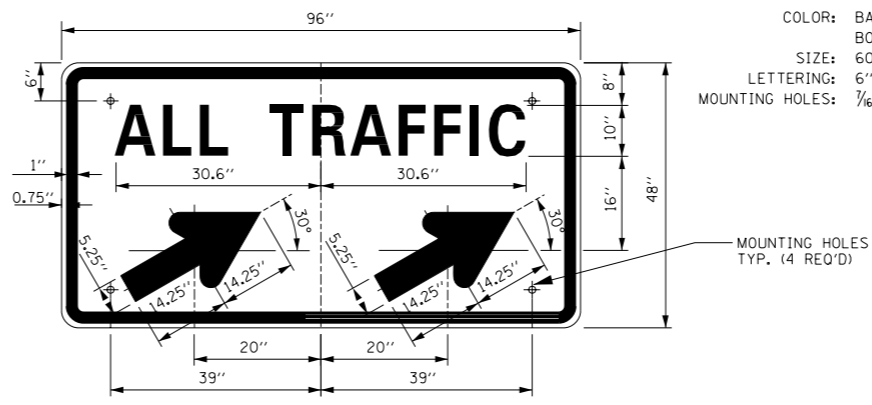
**SIGN TS-3**

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(•A)  
BORDER AND LETTERS - BLACK  
SIZE: 48"x60"  
LETTERING: LEGEND - 8" FEDERAL SERIES D  
MOUNTING HOLES: 7/16" Ø, 4 HOLES, SPACED AS SHOWN



**SIGN TS-4**

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(•A)  
BORDER AND LETTERS - BLACK  
SIZE: 48"x60"  
LETTERING: LEGEND - 6" FEDERAL SERIES C  
MOUNTING HOLES: 7/16" Ø, 4 HOLES, SPACED AS SHOWN



**SIGN TS-5a & TS-5b**

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(•A)  
BORDER AND LETTERS - BLACK  
ARROW - BLACK  
SIZE: 96"x48"  
LETTERING: 10" FEDERAL SERIES D  
MOUNTING HOLES: 7/16" Ø, 4 HOLES, SPACED AS SHOWN  
NOTE: SIGN TS-5a IS SHOWN, SUBSTITUTE LEGEND '▲' FOR '▲' FOR SIGN TS-5b

**NOTES:**

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THIS GUIDE EXCEPT WHERE NOTED.
- SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS. • = FLUORESCENT ORANGE TYPE A REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS. (•A) - TYPE A REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
- DIMENSIONS INDICATED THUS L ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW:  
L1 SPACING REDUCED BY 25%  
L2 SPACING REDUCED BY 40%  
L3 SPACING REDUCED BY 50%

**RAMP CLOSURE ADVANCE INFORMATION SIGN**

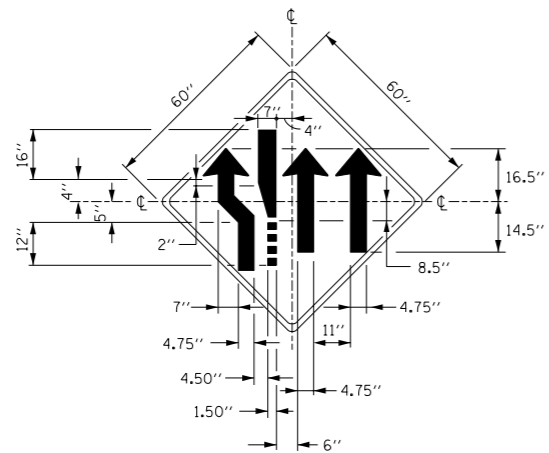
THE VARIABLE MESSAGE WITH DATES FOR THE BOTTOM TWO LINES SHALL BE DETERMINED BY THE ENGINEER AND GIVEN TO THE CONTRACTOR BEFORE THE REQUIRED FIELD ERECTION DATE.

APPROVED: *Jeff Daley*  
CHIEF ENGINEER  
DATE: 6-14-2006

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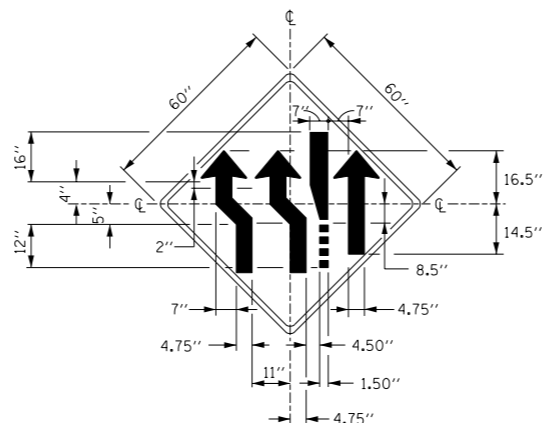
CONSTRUCTION SIGNS

DATE: 5-12-2005  
STANDARD NO.: SD 05-11A



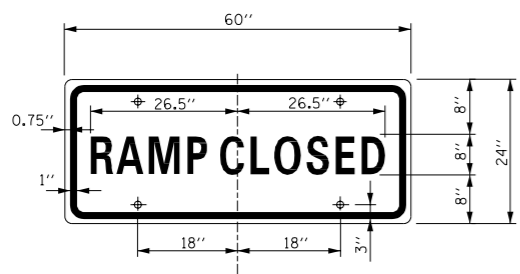
SIGN TS-1CL

COLOR: COLOR - BLACK (NON - REFLECTORIZED)  
 COLOR: BACKGROUND YELLOW (REFLECTORIZED) PERMANENT USAGE  
 • FLUORESCENT ORANGE CONSTRUCTION USAGE



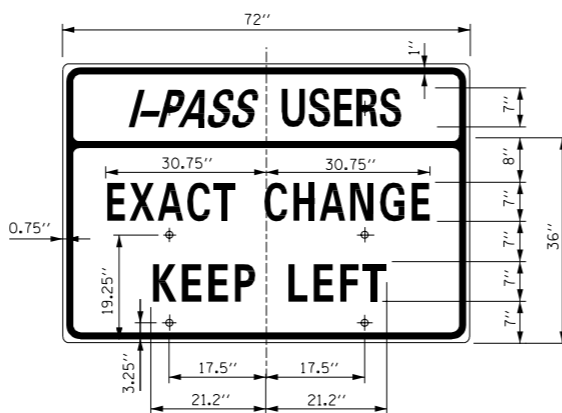
SIGN TS-1CR

COLOR: COLOR - BLACK (NON - REFLECTORIZED)  
 COLOR: BACKGROUND YELLOW (REFLECTORIZED) PERMANENT USAGE  
 • FLUORESCENT ORANGE CONSTRUCTION USAGE



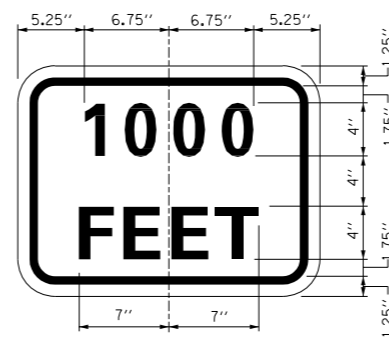
SIGN TS-6

COLOR: BACKGROUND - WHITE (REFLECTORIZED)  
 BORDER AND LETTERS - BLACK  
 SIZE: 60"x24"  
 LETTERING: 8" FEDERAL SERIES C  
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN



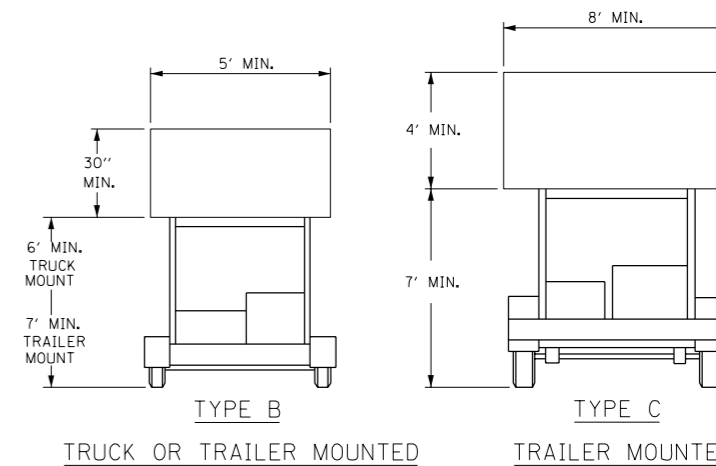
SIGN TS-7

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (\*A)  
 BORDER AND LETTERS - BLACK  
 SIZE: 72"x36"  
 LETTERING: 7" FEDERAL SERIES C  
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN



SUPPLEMENTAL PLATE

COLOR: BACKGROUND - • FLUORESCENT ORANGE  
 BORDER AND LETTERS - BLACK  
 SIZE: 24"x18"  
 LETTERING: 4" FEDERAL SERIES D  
 MOUNTING HOLES: 1/16" DIA.

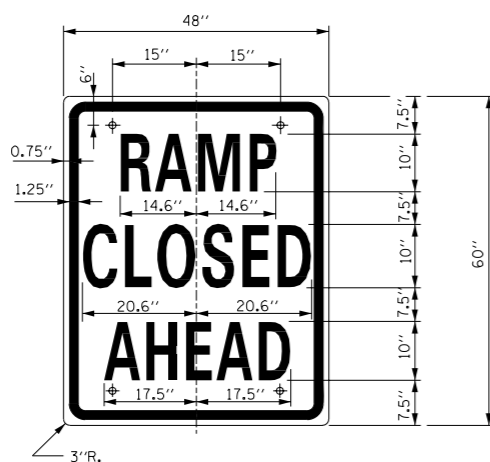


ARROW BOARDS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. TYPE C UNITS ARE TO BE USED FOR ALL OPERATIONS 24 HOURS OR MORE IN DURATION AND TYPE B UNITS MAY BE USED FOR OPERATIONS LESS THAN 24 HOURS IN DURATION. ARROW BOARDS SHALL NOT BE USED TO DIRECT PASSING MOVES INTO LANES USED BY OPPOSING TRAFFIC.

FLASHING ARROW BOARDS  
 SIGN TS-8

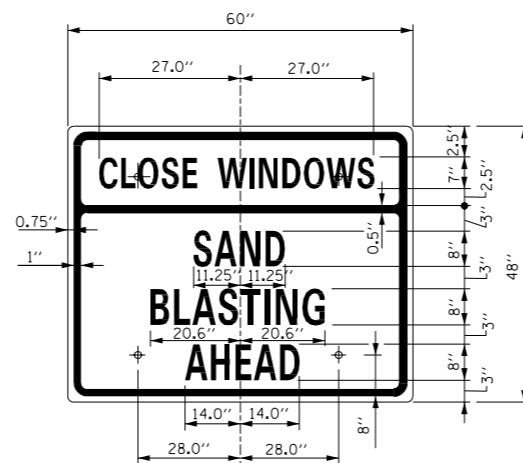
GENERAL NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THE GUIDE EXCEPT WHERE NOTED.
  - SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
  - SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
  - FLUORESCENT ORANGE TYPE A REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
- (\*A) TYPE A REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.



SIGN TS-9

COLOR: BACKGROUND - WHITE (REFLECTORIZED)  
 BORDER AND LETTERS - BLACK  
 SIZE: 48"x60"  
 LETTERING: 10" FEDERAL SERIES C  
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN

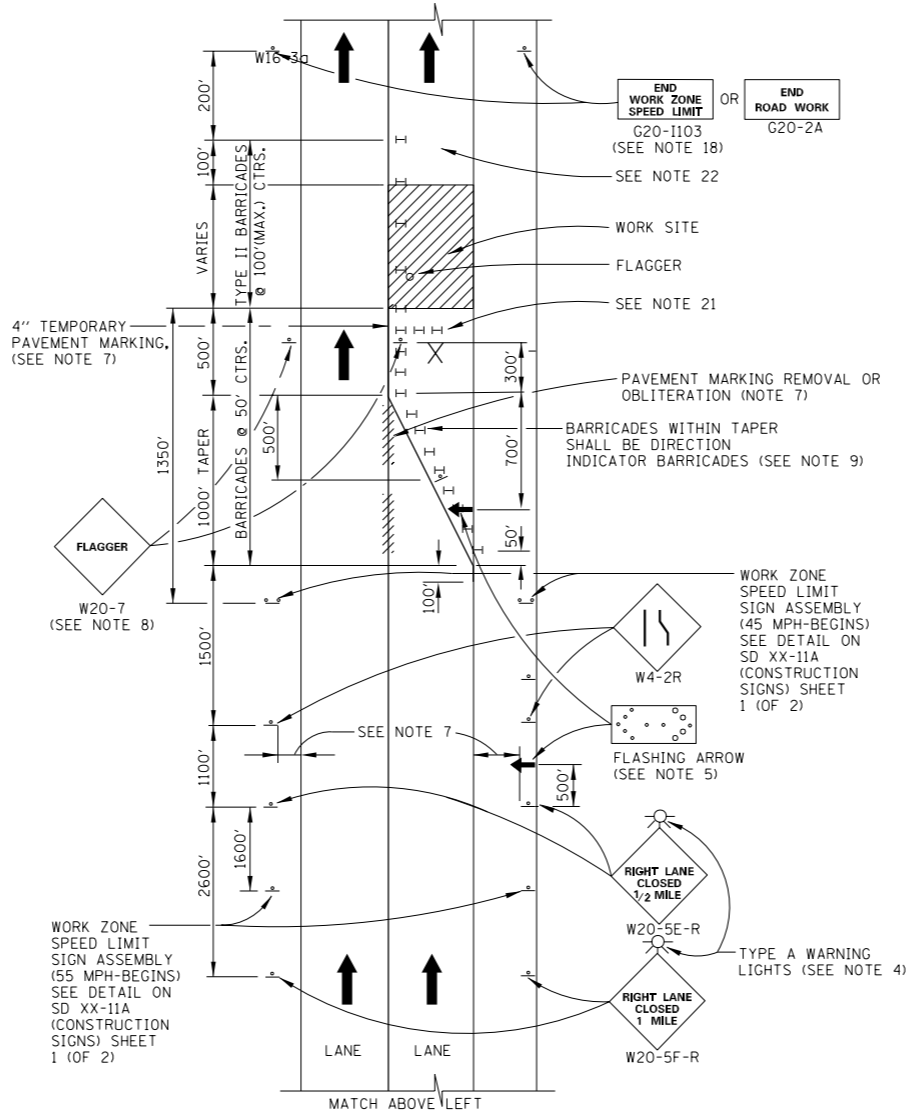
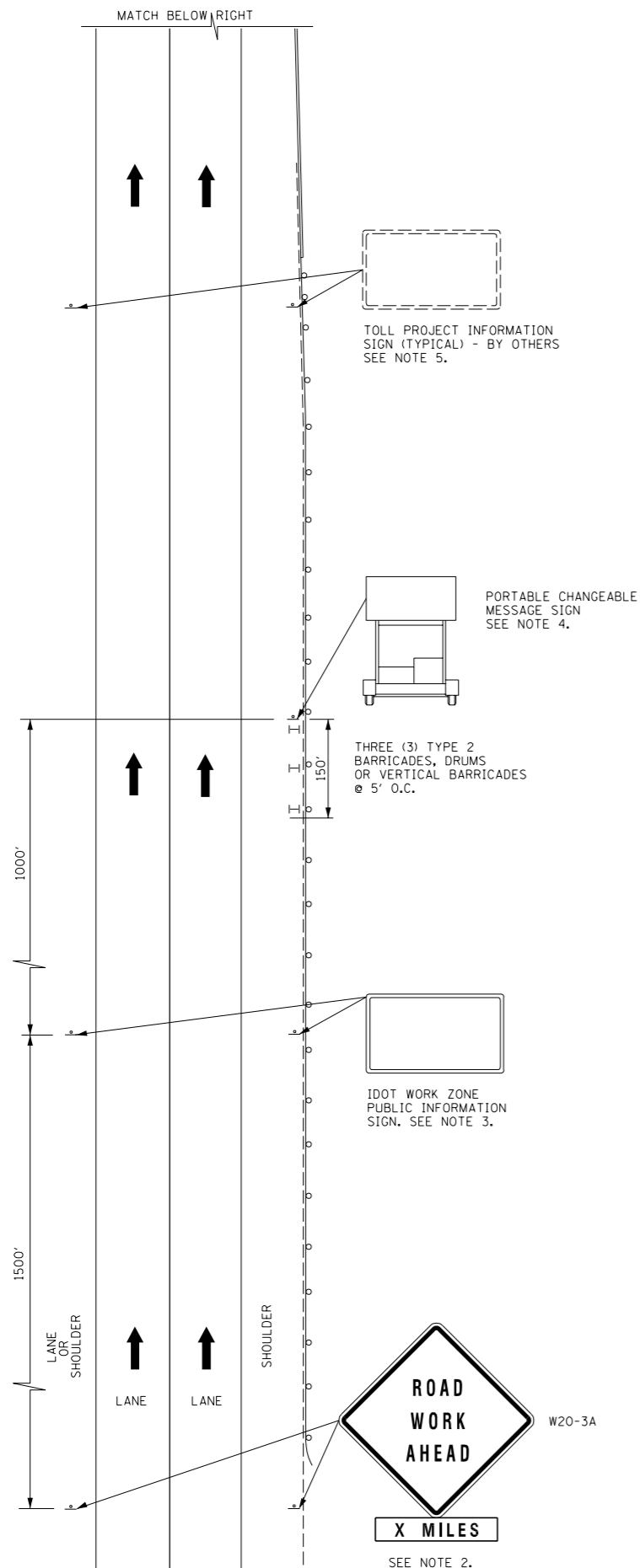


SIGN TS-10

COLOR: BACKGROUND - • FLUORESCENT ORANGE  
 BORDER AND LETTERS - BLACK  
 SIZE: 60"x48"  
 LETTERING: 8" FEDERAL SERIES C, 7" FEDERAL SERIES B  
 MOUNTING HOLES: 1/16" DIA., 4 HOLES SPACED AS SHOWN



APPROVED: *Jeff Daley*  
 CHIEF ENGINEER DATE 6-14-2006



ONE-LANE CLOSURE

LANE CLOSURE NOTES:

- 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.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 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.
- 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.
- 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.
- PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
- 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.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- 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".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
- 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.
- AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
- THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
- THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
- THE SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
- ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
- 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.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
- SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
- PLACE CHECK BARRICADES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- 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 1/2 MILE INTERVALS UNTIL THE END OF THE CLOSURE, OR THE NEXT WORK OPERATION.

ADVANCE SIGNAGE NOTES:

- THE ADVANCE SIGNAGE SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSURES 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.
- 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.
- 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).
- 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.
- 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.

NOTE TO DSE

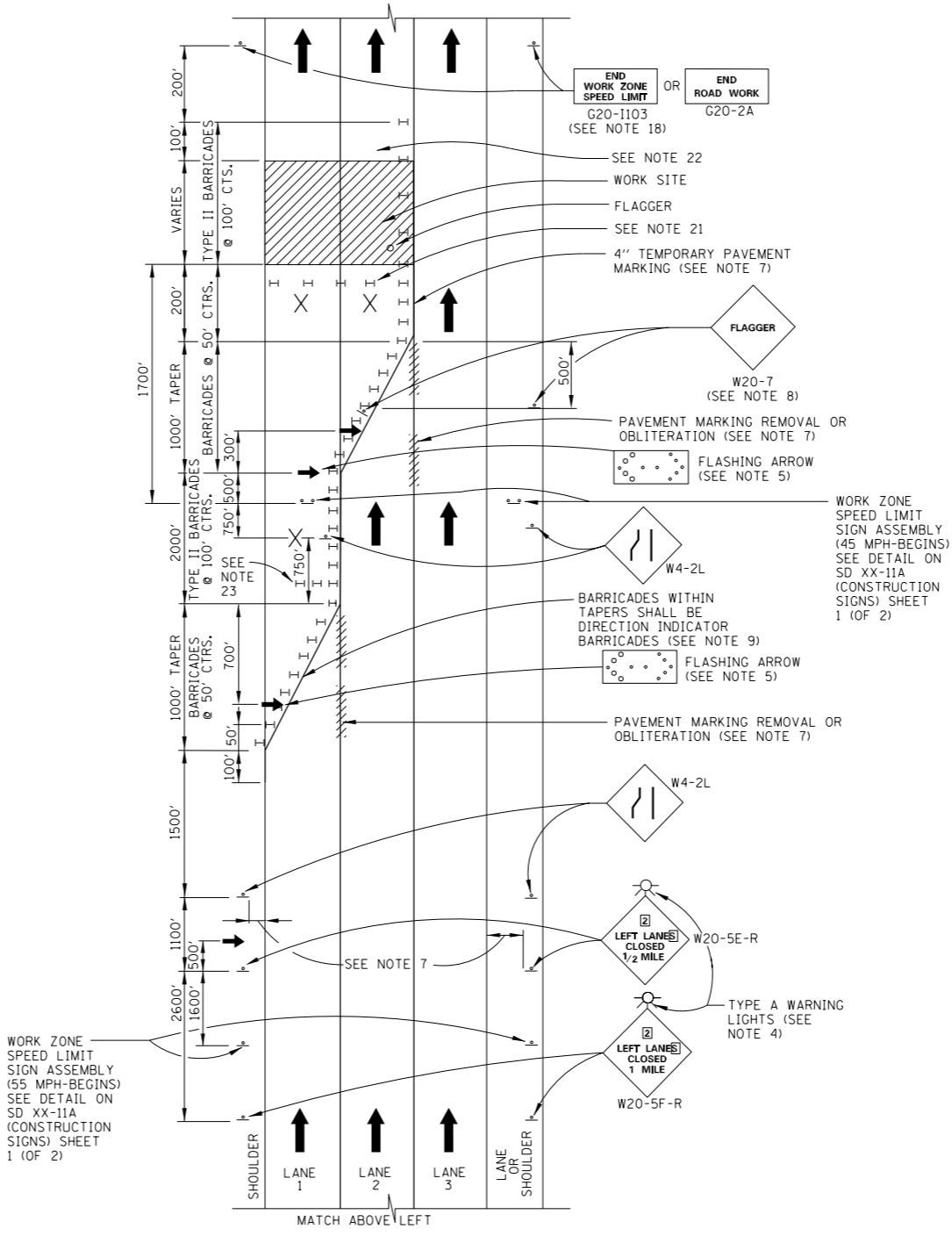
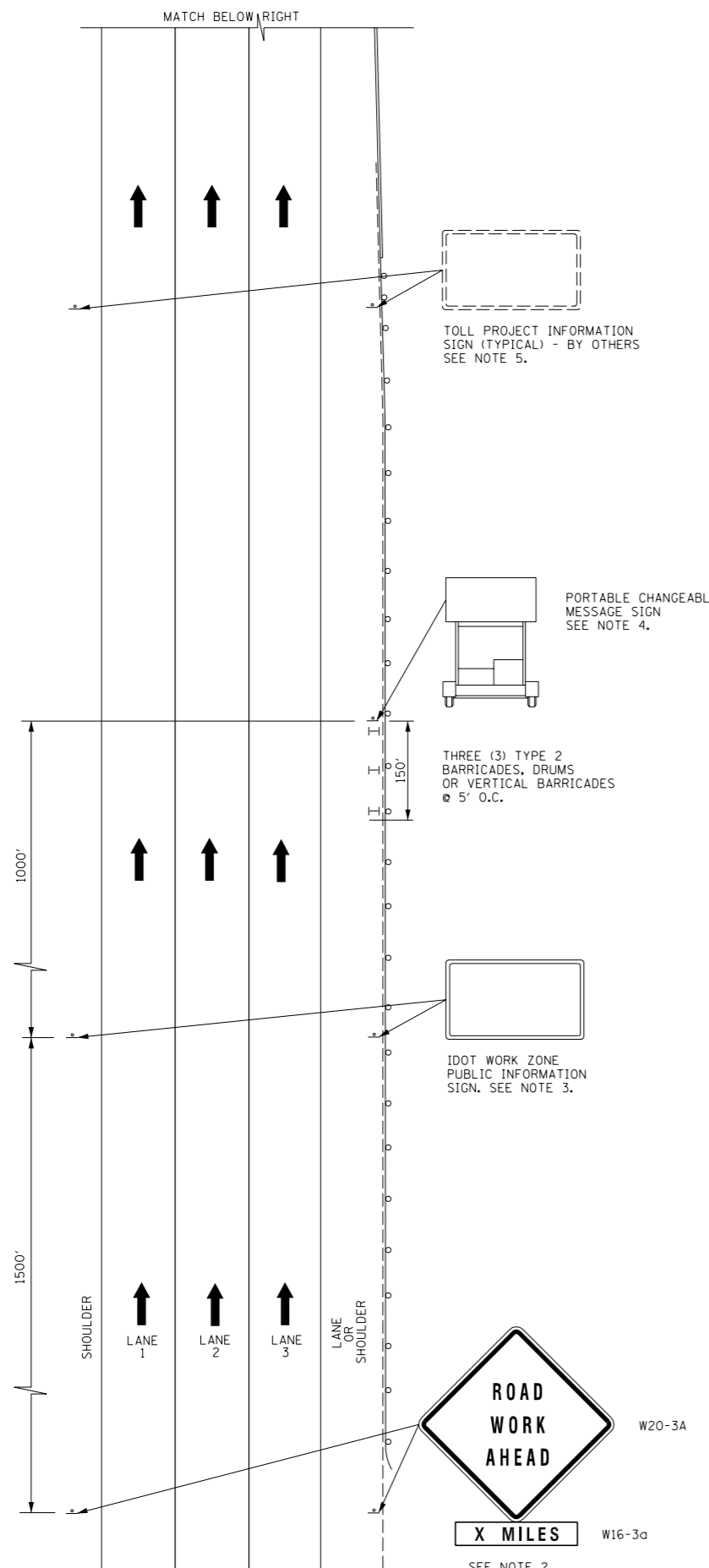
THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DSE PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE ICAPP MANUAL RESOURCE CD OR AVAILABLE FROM THE AUTHORITY. THE DSE SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DSE" SHALL BE REMOVED BY THE DSE PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

APPROVED *Jeff Haley* CHIEF ENGINEER DATE 6-14-2006

**Illinois Tollway**  
Open Roads for a Faster Future

LANE CLOSURE DETAILS

DATE 5-12-2005 STANDARD NO. BASE SHEET



TWO-LANE CLOSURE

SEE SHEET 1 (OF 3) IN THIS SERIES FOR GENERAL NOTES

NOTE TO DSE

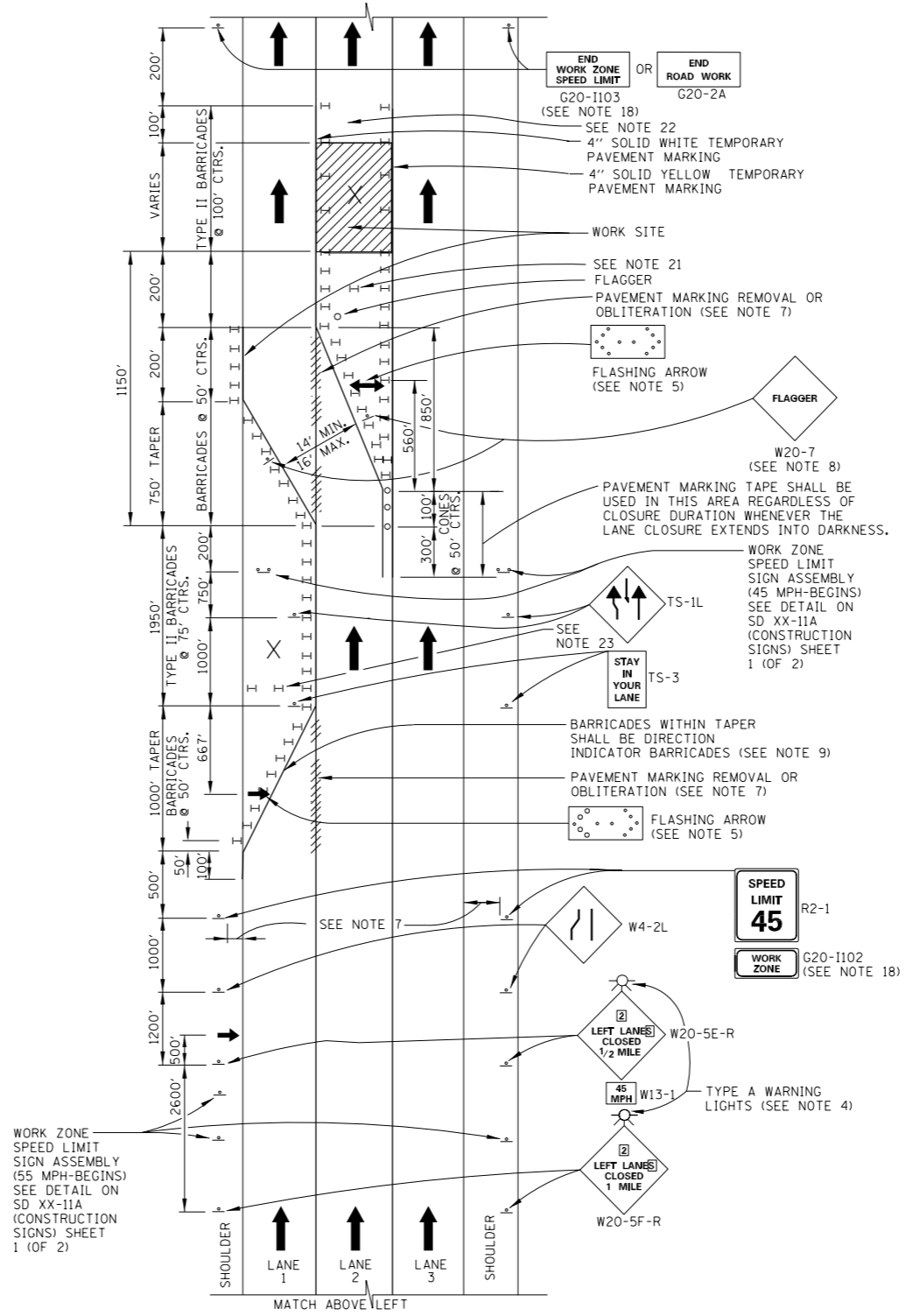
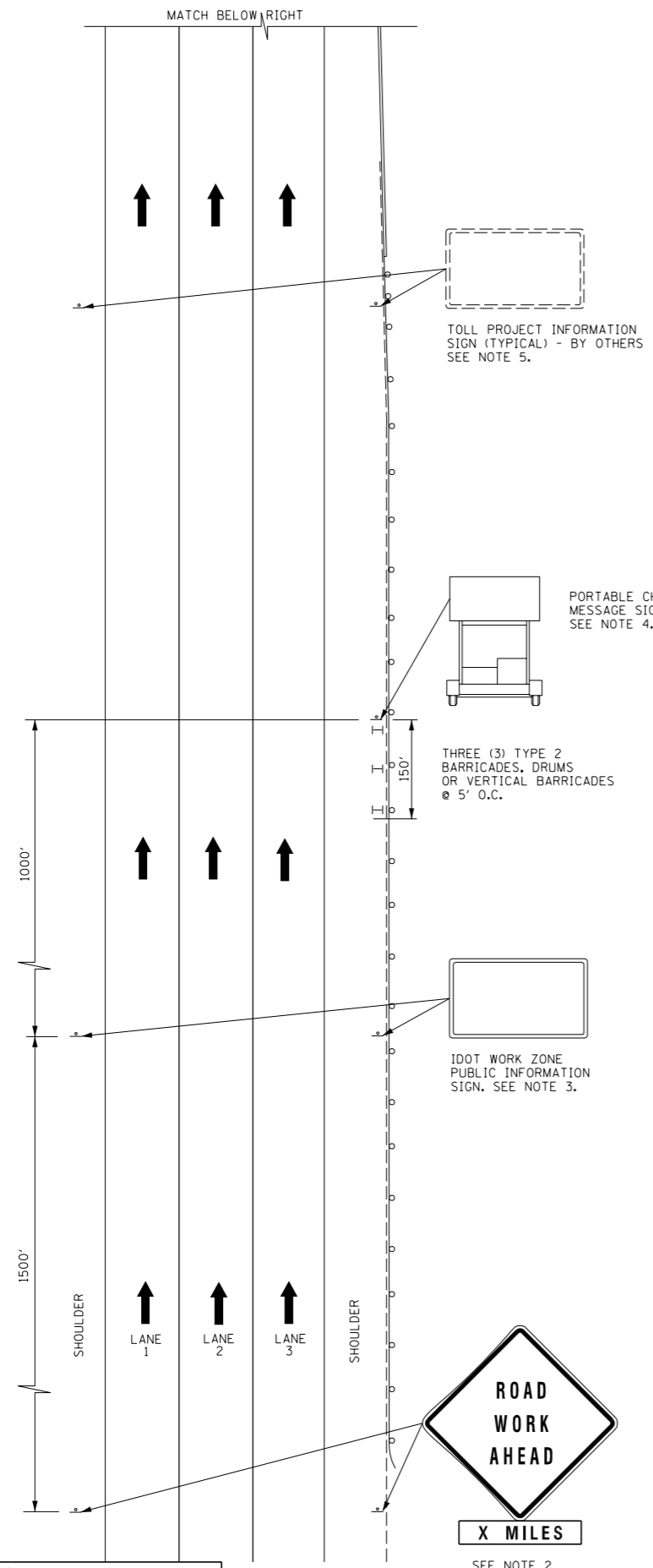
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LANE CLOSURE DETAILS

DATE 5-12-2005 STANDARD NO. BASE SHEET

APPROVED *Jeff Haley* DATE 6-14-2006  
CHIEF ENGINEER



SEE SHEET 1 (OF 3) IN THIS SERIES FOR GENERAL NOTES

NOTE TO DSE

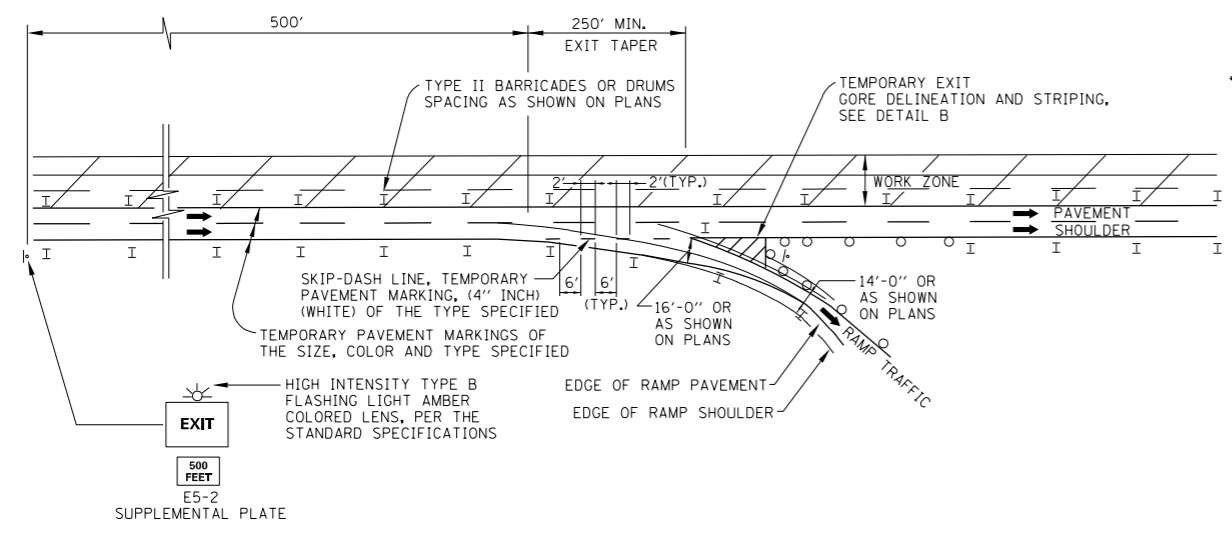
THIS BASE SHEET SHOWS TYPICAL NEW CONSTRUCTION BUT IT IS NOT A STANDARD DRAWING. IT REQUIRES COMPLETION BY THE DSE PRIOR TO INSERTION INTO A CONTRACT. MICROSTATION FILES ARE CONTAINED W/IN THE ICAPP MANUAL RESOURCE CD OR AVAILABLE FROM THE AUTHORITY. THE DSE SHALL ACCEPT THE RESPONSIBILITY OF THE DESIGN OF THIS SHEET UPON ITS COMPLETION & INSERTION INTO A CONTRACT. THIS "NOTE TO DSE" SHALL BE REMOVED BY THE DSE PRIOR TO INSERTION OF THE SHEET INTO THE PLAN SET.

APPROVED: *Jeff Daley*  
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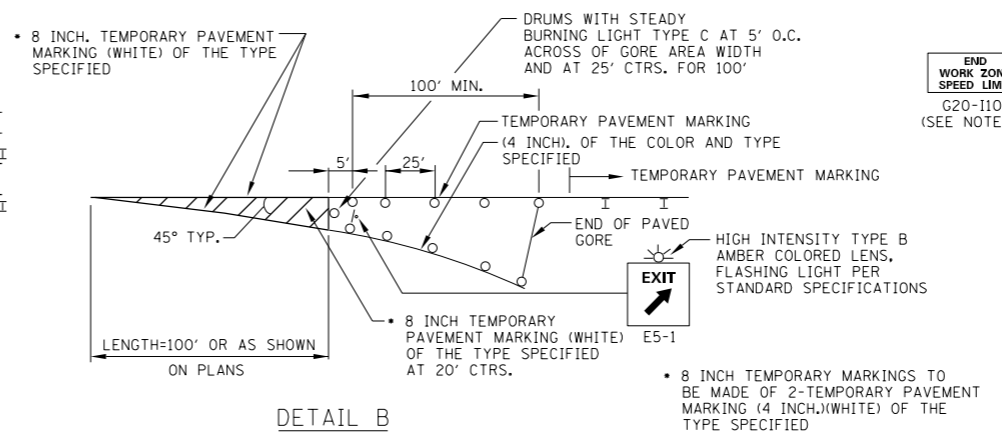
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LANE CLOSURE DETAILS

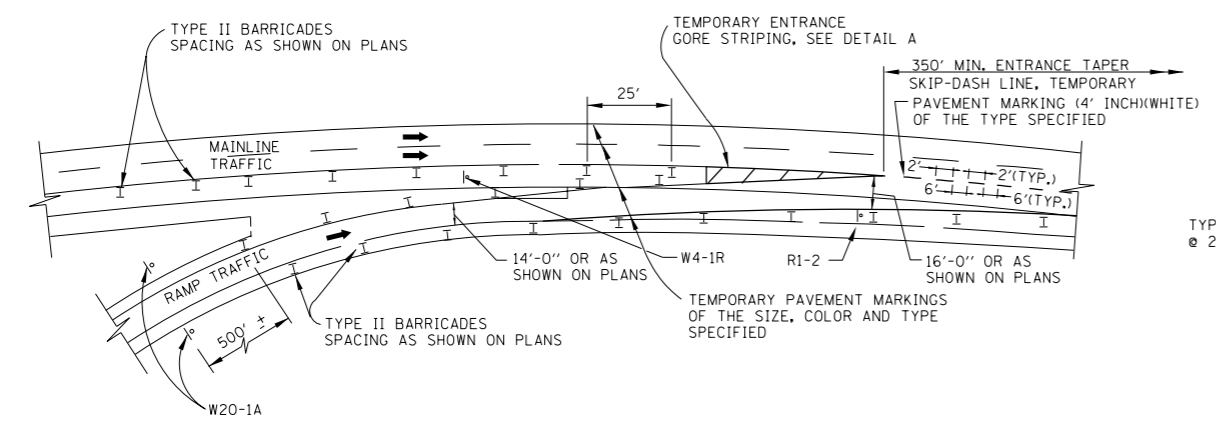
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 STANDARD NO.: BASE SHEET



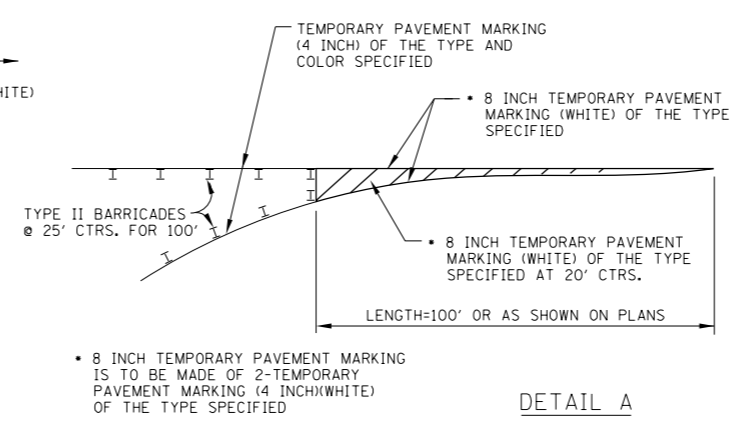
TYPICAL APPLICATION OF TEMPORARY EXIT GORE DELINEATION AND SIGNING



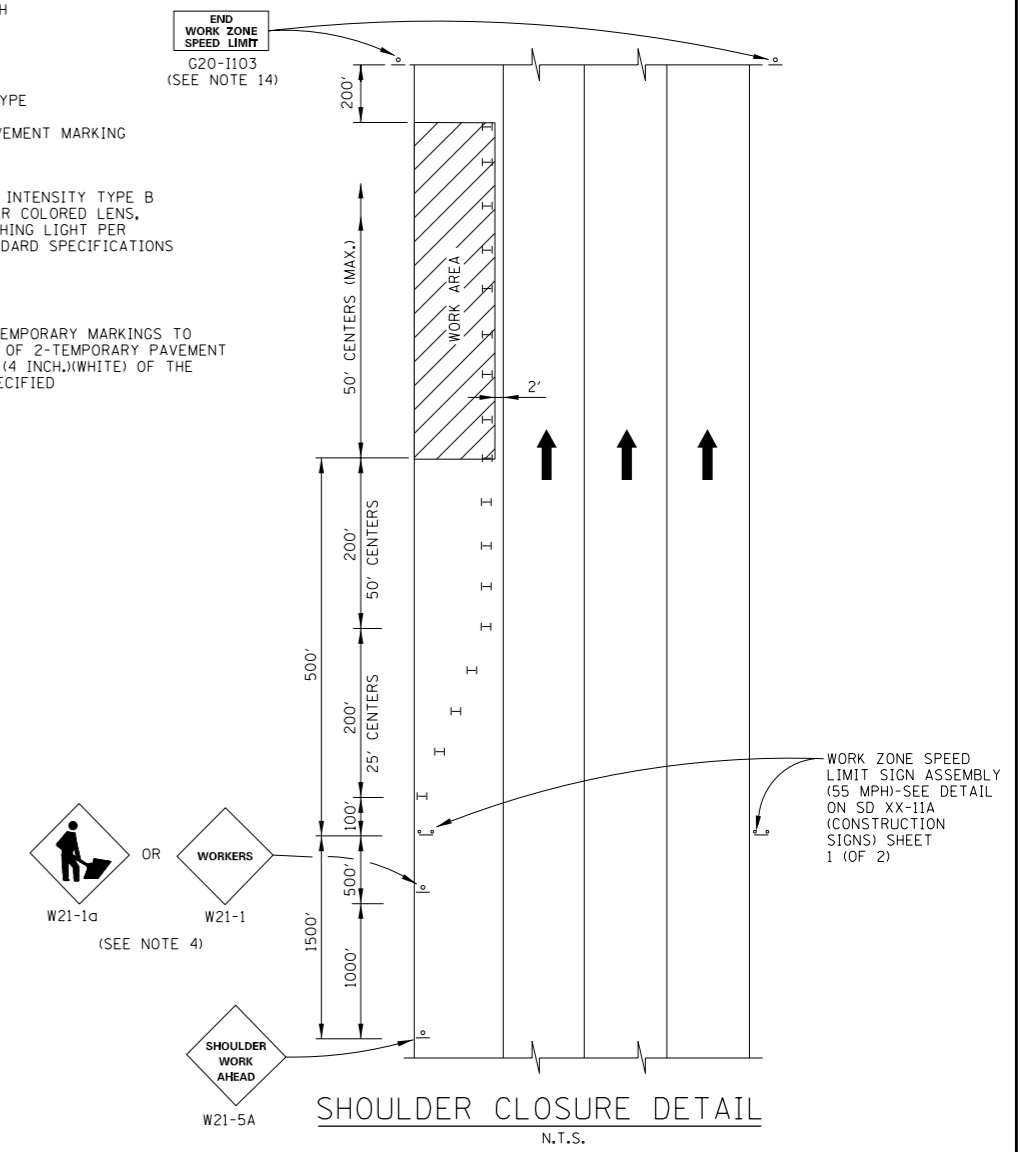
DETAIL B  
TEMPORARY EXIT GORE DELINEATION AND SIGNING



TYPICAL APPLICATION OF TEMPORARY ENTRANCE GORE DELINEATION AND SIGNING



DETAIL A  
TEMPORARY ENTRANCE GORE STRIPING



SHOULDER CLOSURE DETAIL  
N.T.S.

GENERAL NOTES:

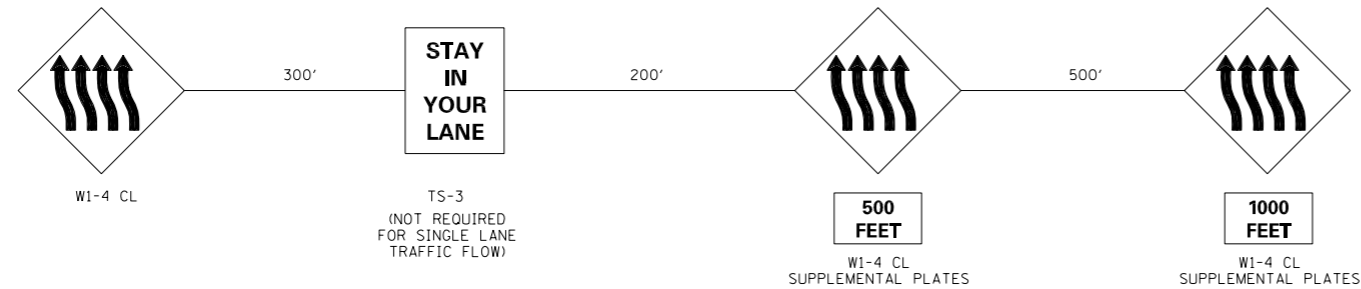
1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY REQUIRING 15 OR MORE MINUTES IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 15 FEET BUT NO CLOSER THAN 2 FEET THE EDGE OF PAVEMENT.
2. THE ADJACENT EXTERIOR LANE SHALL BE CLOSED WHEN WORK IS PERFORMED WITHIN 2 FEET FROM THE EDGE OF PAVEMENT.
3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR THE NINE DEVICES (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
4. WHEN THE WORKSITE IS UNATTENDED, SUBSTITUTE - "SHOULDER WORK AHEAD" SIGN FOR THE SECOND SIGN.
5. WORKER 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 II WITH STEADY BURNING LIGHT, TYPE C SHALL BE USED.
7. FOR SHORT TERM CLOSURE (SUNRISE TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55 MPH - BEGINS) SHALL BE PLACED AT A DISTANCE OF 500' TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT 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 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
11. THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE 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" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
15. FOR SHOULDER REPAIRS OR REPLACEMENT THE CHANNELIZING DEVICES SHALL BE PLACED AT THE EDGE OF PAVEMENT WHENEVER THE WORK ACTIVITIES RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.

APPROVED: *Jeff Daley*  
CHIEF ENGINEER  
DATE: 6-14-2006

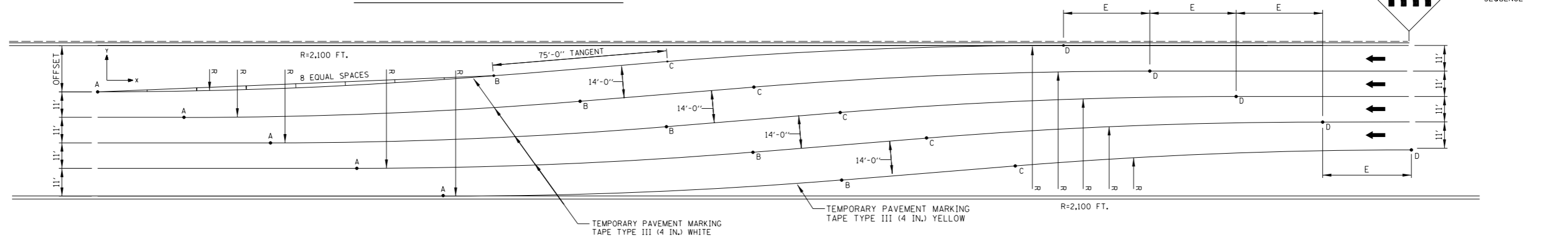
**Illinois Tollway**  
Open Roads for a Faster Future

TEMPORARY GORE DETAILS AND SHOULDER CLOSURE DETAILS

DATE: 5-12-2005  
STANDARD NO.: SD 05-20B

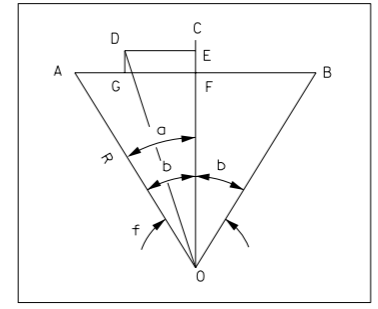


ADVANCE WARNING SEQUENCE



OFFSET	POINT LAY-OUT										CHORD OFFSET DATA							
	E	B*	A		B		C		D		1/8 & 7/8		1/4 & 3/4		3/8 & 5/8		1/2	
			X	Y	X	Y	X	Y	X	Y	O/S	DIST	O/S	DIST	O/S	DIST	O/S	DIST
10	56.68	3.05	0	0	112	3.0	187	7.0	298	9.9	0.3	14	0.6	28	0.7	42	0.7	56
12	50.47	3.43	0	0	126	3.8	201	8.2	326	12.0	0.4	16	0.7	31	0.9	47	0.9	63
14	45.99	3.77	0	0	138	4.5	213	9.5	351	14.0	0.5	17	0.9	35	1.1	52	1.1	69
16	42.56	4.08	0	0	149	5.3	224	10.7	374	16.0	0.6	19	1.0	37	1.2	56	1.3	75
18	39.70	4.36	0	0	160	6.1	235	11.9	396	18.0	0.7	20	1.2	40	1.4	60	1.5	80
20	37.30	4.67	0	0	171	7.0	246	13.1	417	20.0	0.8	21	1.3	43	1.6	64	1.7	86
22	35.38	4.93	0	0	180	7.8	255	14.2	436	22.0	0.9	23	1.5	45	1.8	68	1.9	90
24	33.66	5.19	0	0	190	8.6	265	15.4	455	24.0	0.9	24	1.6	48	2.0	71	2.2	95
26	32.17	5.44	0	0	199	9.5	274	16.6	473	26.0	1.0	25	1.8	50	2.2	75	2.4	100
28	30.91	5.67	0	0	207	10.3	282	17.7	490	28.0	1.1	26	1.9	52	2.4	78	2.6	104
30	29.73	5.905	0	0	216	11.1	291	18.9	507	30.0	1.2	27	2.1	54	2.6	81	2.8	108
32	28.68	6.13	0	0	224	12.0	299	20.0	523	32.0	1.3	28	2.3	56	2.8	84	3.0	112
34	27.78	6.34	0	0	232	12.8	306	21.1	538	34.0	1.4	29	2.4	58	3.0	87	3.2	116
36	26.93	6.55	0	0	240	13.7	314	22.3	554	36.0	1.5	30	2.6	60	3.2	90	3.4	120
38	26.14	6.76	0	0	247	14.6	322	23.4	569	38.0	1.6	31	2.7	62	3.4	93	3.7	124
40	25.44	6.955	0	0	254	15.5	329	24.5	583	40.0	1.7	32	2.9	64	3.6	96	3.9	127
42	24.79	7.15	0	0	261	16.3	336	25.7	597	42.0	1.8	33	3.1	65	3.8	98	4.1	131
44	24.19	7.34	0	0	268	17.2	343	26.8	611	44.0	1.9	34	3.2	67	4.0	101	4.3	134
46	23.65	7.52	0	0	275	18.1	349	27.9	624	45.9	2.0	34	3.4	69	4.2	103	4.5	138
48	23.10	7.71	0	0	282	19.0	356	29.0	638	48.0	2.1	35	3.6	71	4.5	106	4.8	141
50	22.61	7.89	0	0	288	19.9	363	30.2	651	50.1	2.2	36	3.7	72	4.7	108	5.0	144
52	22.17	8.06	0	0	294	20.7	369	31.3	663	52.0	2.3	37	3.9	74	4.9	111	5.2	148
54	21.75	8.23	0	0	301	21.6	375	32.4	675	54.0	2.4	38	4.1	75	5.1	113	5.4	151
56	21.34	8.4	0	0	307	22.5	381	33.5	688	56.0	2.5	38	4.2	77	5.3	115	5.6	154
58	20.98	8.56	0	0	313	23.4	387	34.6	699	57.9	2.6	39	4.4	78	5.5	118	5.9	157
60	20.62	8.725	0	0	319	24.3	393	35.7	711	60.0	2.7	40	4.6	80	5.7	120	6.1	160

CHORD OFFSET SKETCH



GENERAL NOTES:

1. REVERSE CURVE INFORMATION CAN BE USED FOR SINGLE LANE OR DOUBLE LANE TRAFFIC FLOWS, SHIFTING RIGHT TO LEFT (AS SHOWN) OR LEFT TO RIGHT BY CHANGING TO THE APPROPRIATE ADVANCE WARNING SEQUENCE.
2. PLACE TEMPORARY RAISED PAVEMENT MARKERS AT 25' C-C ON LINES NOT DELINEATED BY TRAFFIC CONTROL DEVICES.

APPROVED: *Jeff Daley*  
 CHIEF ENGINEER  
 DATE 6-14-2006

**Illinois Tollway**  
 Open Roads for a Faster Future

MAINTENANCE OF TRAFFIC  
 REVERSE CURVE

DATE 5-12-2005 STANDARD NO. SD 05-36