



**Signal and Highway Factors Attachment – Drop Off from IDOT Standard Specifications**

**Clarendon Hills, IL**

**HWY22MH009**

(4 pages)

# **Standard Specifications for Road and Bridge Construction**

Adopted April 1, 2016



**Illinois Department of Transportation**

shall be delineated by devices as directed by the Engineer at no additional cost to the Department. Revisions or modifications of the traffic control shall have the Engineer's written approval.

Traffic control shall be installed sequentially in the direction of the traffic flow and removed in reverse order. Advance warning signs shall be erected prior to channelizing devices and shall remain until all devices have been removed from the pavement.

The traffic control shall remain in place only as long as needed and shall be removed when directed by the Engineer. Signs that do not apply to current conditions shall be removed, covered, or turned from the view of motorists. All existing pavement markings which conflict with the revised traffic pattern shall be removed according to Section 783.

At the preconstruction conference, the Contractor shall furnish the name and telephone number of the individual in the Contractor's direct employ who is to be responsible, 24 hours-a-day, for the installation and maintenance of traffic control for the project. When the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Engineer at the time of the preconstruction conference. This shall not relieve the Contractor of furnishing a responsible individual in the Contractor's direct employ. The Department will provide the Contractor with the name of its representative who will be responsible for administration of the traffic control.

**701.05 Maximum Length of Lane Closure.** The maximum length of lane closure on multilane highways shall not exceed one day's production or 3 miles (5 km), whichever is less, except lane closures up to 5 miles (8 km) in length will be permitted for portland cement concrete patching and continuously reinforced concrete patching operations. Gaps between successive lane closures shall not be less than 2 miles (3 km) in length.

**701.06 Minimum Lane Width.** The minimum lane width adjacent to a closed lane during paving, patching, and other moving operations on freeways and expressways shall be a minimum of 10 ft (3 m). The 10 ft (3 m) shall be clear, unobstructed, and free of channelizing devices or other obstacles.

Where the clear width through a work zone with temporary concrete barrier will be 16.0 ft (4.88 m) or less, the Contractor shall notify the Engineer at least 21 days in advance of implementing the traffic control for that restriction.

**701.07 Drop-offs.** The maximum allowable differential in elevation between adjacent open traffic lanes shall be 1 1/2 in. (38 mm) for a vertical milled face, or 2 in. (50 mm) for a lift of HMA resurfacing.

When HMA resurfacing is being constructed and the road is opened to traffic, there shall be no more than 4 lane miles (6.5 lane km) of new binder or surface adjacent to the shoulder without either completing the shoulders, providing barricades or vertical panels, erecting "LOW SHOULDER" (W8-9) signs at 2 mile (3 km) intervals, or constructing a temporary earth wedge against the edge of pavement and compacting it to the satisfaction of the Engineer.

At locations where construction operations result in a differential in elevation exceeding 3 in. (75 mm) between the edge of pavement or edge of shoulder within 3 ft (900 mm) of the edge of the pavement and the earth or aggregate shoulders, Type I or II barricades or vertical panels shall be placed at 100 ft (30 m) centers on roadways where the posted speed limit is 45 mph or greater and at 50 ft (15 m) centers on roadways where the posted speed limit is less than 45 mph.

Where construction operations result in a temporary drop-off at the edge of a completed stabilized shoulder and the road has a posted speed limit of 55 mph or greater and is open to traffic, "SHOULDER DROP-OFF" (W21-1103) signs shall be used. The Contractor shall place the signs at the beginning of the drop-off area, just beyond freeway interchanges or major intersections on non-freeways, and at such other locations within the drop-off area as the Engineer may direct to ensure a nominal spacing of 2 miles (3 km). The signs shall be placed just prior to the work which will result in the drop-off and shall remain in place until the drop-off is eliminated.

On ramps, drop-offs at the edge of pavement greater than 1 1/2 in. (38 mm) caused by the Contractor's operations will be allowed only on one side of the ramp at a time.

**701.08 Contractor's Operations and Equipment.** The Contractor shall keep all equipment, material, and vehicles off the pavement and shoulders on the side of the pavement which is open to traffic. Except where controlled by flaggers, the Contractor shall operate vehicles and equipment in the direction of traffic while traveling and working on the pavement and shoulders of a two-lane two-way highway. On a multilane highway, the Contractor shall operate vehicles and equipment in the direction of traffic while traveling and working on the pavement and shoulders.

Excavation for construction on both sides of the pavement at any one location at the same time will not be permitted. At any location on existing pavements less than three lanes in width, the sequence of construction shall limit operations to one side of the pavement.

**701.09 Use of Median Crossovers.** The Contractor will be permitted to make "U" turns across the median at existing maintenance crossovers or crossovers constructed by the Contractor, provided the width of the crossover is adequate to ensure no disruption of traffic on the through lanes and at locations permitted by the Engineer. The use of median crossovers will not be permitted within 1320 ft (400 m) of the speed change taper of an interchange ramp, within 2000 ft (600 m) of the taper for a lane closure, or when the construction traffic will be entering or exiting the only open lane within a construction zone. Crossovers shall also conform to minimum sight distance requirements.

While the crossover is being used, two signs shall be placed in the median and two signs shall be placed opposite on the outside shoulder of the highway in advance of the crossover on the side where trucks enter the highway. The first pair, approximately 1000 ft (300 m) from the crossover, shall be 48 in. (1.2 m) "MERGE RIGHT" (W21-1117) signs. The second pair, approximately 1500 ft (450 m) from the crossover, shall be 48 in. (1.2 m) "TRUCKS ENTERING ON LEFT" (W21-1104a) signs. The warning signs in advance of the crossover in the other direction shall be