



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois/62764

COUNTY ENGINEERS/SUPERINTENDENT OF HIGHWAYS #95-9

SUBJECT: Reduced Traffic Control  
for Roads Closed to  
Through Traffic

DESIGN MEMORANDUM NO. 95-40  
BLR&S MEMORANDUM NO. 95-9

EFFECTIVE: September 1, 1995

This memorandum supersedes and replaces Joint Design Memorandum 87-40 and BLR&S Memorandum 87-16, dated April 15, 1987.

The purpose of this memorandum is to establish guidelines to be used in the preparation of contract plans for traffic control measures within sections of road closed to through traffic.

Chapter 121, Paragraph 314.2 of the Illinois Highway Code, as amended September 4, 1981, provides that "Whenever the Department of Transportation or local authorities determine that a bridge or highway construction site requires the closing of a road to through traffic, the contract documents relating to such construction may specify alternate procedures for flagging and controlling traffic, when such procedures have been approved by the Department". The following alternate procedures have been approved by the Department and may be used. These alternate procedures are broken into three traffic ranges through the construction zone exclusive of construction vehicles; less than 100 ADT, 100 to 400 ADT, and over 400 ADT. If reduced traffic control is desired, it will be the responsibility of the designer to determine the expected ADT(s) in the construction zone and that information must be included in the Traffic Control Plan (TCP) or in the plans. The estimated ADT may vary at differing locations within the construction zone or during separate construction phases. In such situations, multiple ADT(s) should be listed for the various locations and phases and the Contractor should be allowed to adjust the traffic control accordingly.

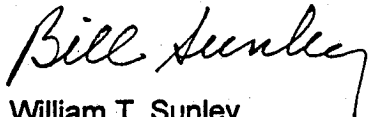
It should be kept in mind that if no action is taken by the designer, the Contractor will be required to provide the same level of traffic control within the section of road closed to through traffic as would be required for open highway conditions.

- A. Flaggers - Article 901.05 of the Standard Specifications contains provisions for reducing the number of flaggers required where the road is closed to through traffic but only if the expected ADT is shown on the plans or in the Special Provisions to be less than 400. This Article allows the Contractor to use only one flagger when the ADT is between 100 and 400 and does not require a flagger when the ADT is below 100 unless the Contractor's operation encroaches on the open traffic lane.

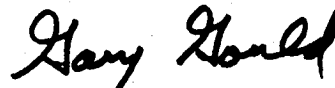
- B. Traffic Control Devices - Signing within the section closed to through traffic may also be reduced from that shown on the applicable Traffic Control Standards when the designer has determined that reduced traffic control is appropriate. When the estimated ADT will be less than 400, only one advance warning sign will usually be necessary. This sign should display a specific message whenever possible (e.g. RIGHT LANE CLOSED AHEAD) rather than a general message (e.g. MEN WORKING). The flashing light may be omitted from the advance sign(s). When the estimated ADT(s) will be 400 or more, signing should be provided to full open highway requirements except that the advance signing may be reduced by omitting the first sign in the normal series (e.g. ROAD CONSTRUCTION AHEAD). Barricades, cones and other traffic control devices should normally conform to full open highway requirements except that when the operating speed of the traffic within the section closed to through traffic will be less than 70 km/h (45 miles-per-hour), the following taper rates may be used:

65 km/h (40 mph) - 25:1  
55 km/h (35 mph) - 20:1  
50 km/h (30 mph) - 15:1

Special Provisions and/or special details relating to reduced traffic control other than flaggers will have to be developed by the designer on a project by project basis and included in the TCP.



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