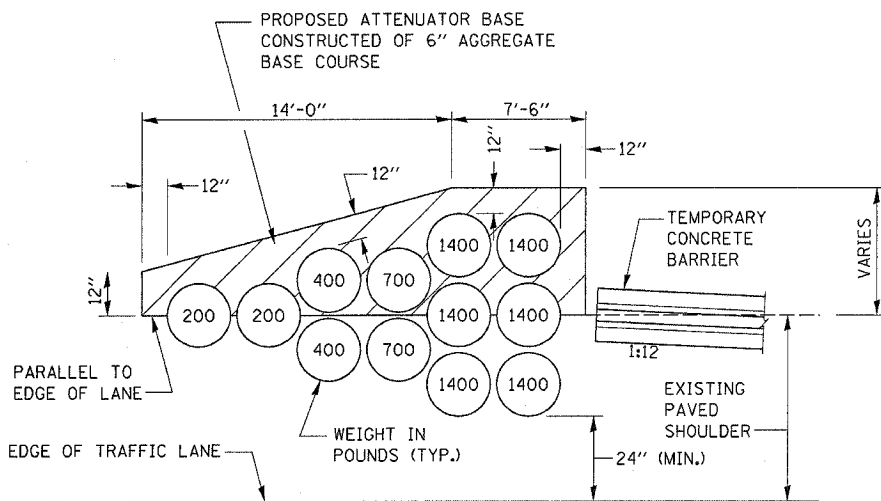


NOTES:

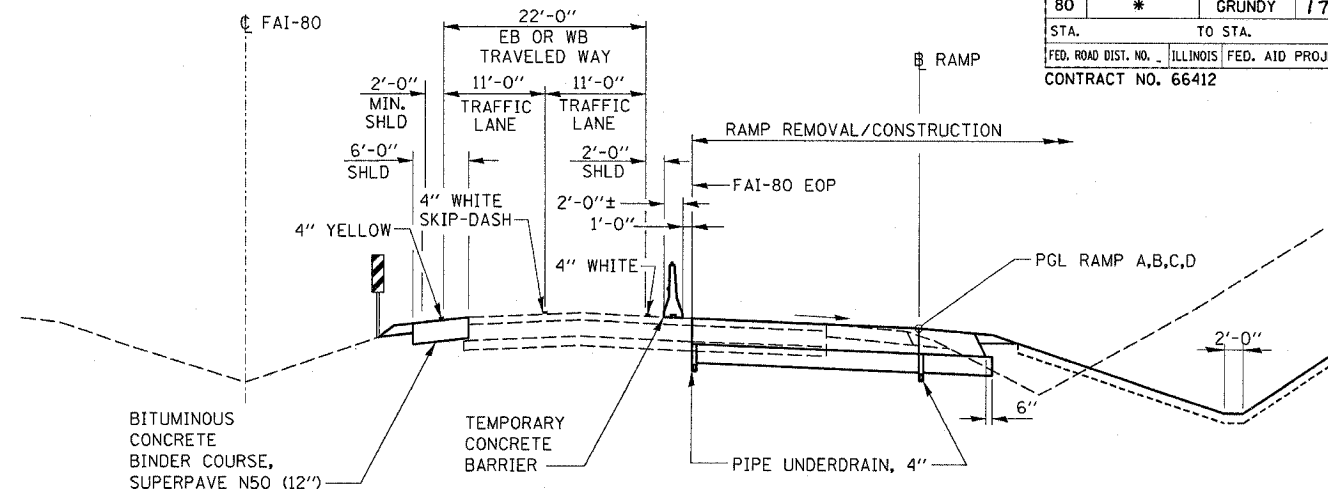
- COST OF INSTALLING, MAINTAINING, AND REMOVING VERTICAL PANELS SHALL BE INCLUDED IN TRAFFIC CONTROL COMPLETE.
- SPACE VERTICAL PANELS AT 100' CENTERS, 50' CENTERS ON TAPERS.
- THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
- THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
- THE COST OF THE REFLECTORS AND THE PAVEMENT/BARRIER MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

**RAMP TERMINAL REMOVAL /RECONSTRUCTION  
 TRAFFIC CONTROL DEVICE DETAIL LAYOUT**



NOTE:  
 CONSTRUCTION AND REMOVAL OF ATTENUATOR BASE SHALL BE INCLUDED IN THE COST OF THE IMPACT ATTENUATOR INSTALLATION

**IMPACT ATTENUATORS, TEMPORARY OR RELOCATED  
 (NON-REDIRECTIVE), TEST LEVEL 3  
 FOR RAMP TERMINAL REMOVAL /RECONSTRUCTION**



**FAI-80 & RAMP TERMINAL  
 REMOVAL /RECONSTRUCTION  
 STAGES IIA & IIB**

| RAMP TERMINAL REMOVAL / RECONSTRUCTION |                  |                |  |   |                                       |  |  |                                     |                |  |  |
|--|------------------|----------------|--|---|---------------------------------------|--|--|-------------------------------------|----------------|--|--|
| LOCATION                               | STATIONS         | LENGTH<br>FOOT | PAVEMENT<br>MARKING<br>REMOVAL<br>FOOT | RAISED<br>REFLECTIVE<br>PAVEMENT<br>MARKER<br>REMOVAL<br>EACH | PAVED<br>SHOULDER<br>REMOVAL<br>SQ YD | BITUMINOUS<br>CONCRETE<br>BINDER<br>COURSE<br>SUPERPAVE<br>N50<br>TONS | TEMPORARY<br>CONCRETE<br>BARRIER<br>FOOT | TEMPORARY<br>PAVEMENT MARKING<br>4" |                | IMPACT<br>ATTENUATORS<br>TEMPORARY<br>(NON-REDIR.)<br>TEST LEVEL 3<br>EACH | RAISED<br>REFLECTIVE<br>PAVEMENT<br>MARKER<br>EACH |
|  |                  |                |  |   |                                       |  |  | WHITE<br>FOOT                       | YELLOW<br>FOOT |  |  |
| EASTBOUND<br>EXIT RAMP                 | 798+30 TO 811+00 | 1270           | 1720                                   | 94  | 1667                                  | 1680   | 1270                                     | 940                                 | 3750           | 1  | 94   |
| EASTBOUND<br>ENTRANCE RAMP             | 825+80 TO 845+40 | 1960           | 1357                                   | 74  | 1316                                  | 1326   | 1960                                     | 740                                 | 2960           | 1  | 74   |
| WESTBOUND<br>EXIT RAMP                 | 828+00 TO 843+00 | 1500           | 1797                                   | 98  | 1742                                  | 1756   | 1500                                     | 980                                 | 3920           | 1  | 98   |
| WESTBOUND<br>ENTRANCE RAMP             | 791+40 TO 813+80 | 2240           | 1485                                   | 82  | 1440                                  | 1452   | 2240                                     | 810                                 | 3240           | 1  | 82   |
| <b>TOTALS</b>                          |                  | <b>6970</b>    | <b>6358</b>                            | <b>348</b>  | <b>6164</b>                           | <b>6214</b>  | <b>6970</b>                              | <b>3470</b>                         | <b>13,870</b>  | <b>4</b>   | <b>348</b>   |

TEMPORARY CONCRETE BARRIER LENGTH INCLUDES 1:12 TAPER AT BOTH THE EASTBOUND AND WESTBOUND APPROACH.

SIGNING AND THE TRAFFIC CONTROL DEVICES FOR EACH APPROACH WILL BE IN ACCORDANCE WITH STD. 701401.

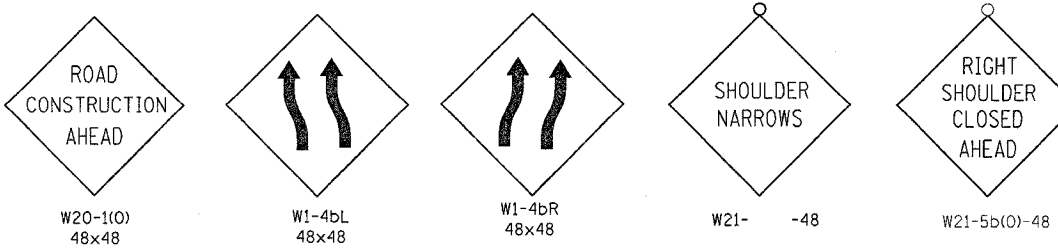
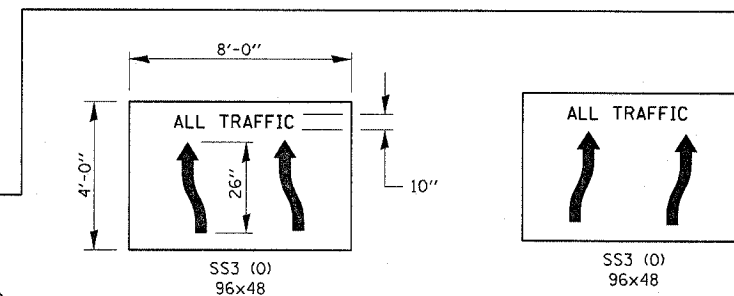
TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH STD. 701401 EXCEPT THAT THE TAPER LENGTH SHALL BE 500'.

ONE ARROW BOARD AS SHOWN IN STD. 701401 SHALL BE REQUIRED FOR EACH DIRECTION OF TRAVEL.

THE LANE SHIFT SHALL BE MAINTAINED THROUGH THE INTERCHANGE.

WHERE CONCRETE BARRIER IS NOT USED AT THE EDGE OF PAVEMENT, DRUMS WITH STEADY BURN LIGHTS AT 100' CENTERS SHALL BE USED TO MAINTAIN THE OFFSET LANES.

PAVEMENT MARKING REMOVAL SHALL BE DONE BY HYDROBLASTING METHODS.



TWO OF EACH SIGN (ONE ON EACH SIDE OF THE ROAD) SHALL BE POST MOUNTED AT LOCATIONS DETERMINED BY THE ENGINEER.

| REVISIONS |         |
|-----------|---------|
| NAME      | DATE    |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**RAMP TERMINAL  
 REMOVAL /RECONSTRUCTION  
 DETAILS**

SCALE: VERT. HORIZ.  
 DATE DRAWN BY CHECKED BY