

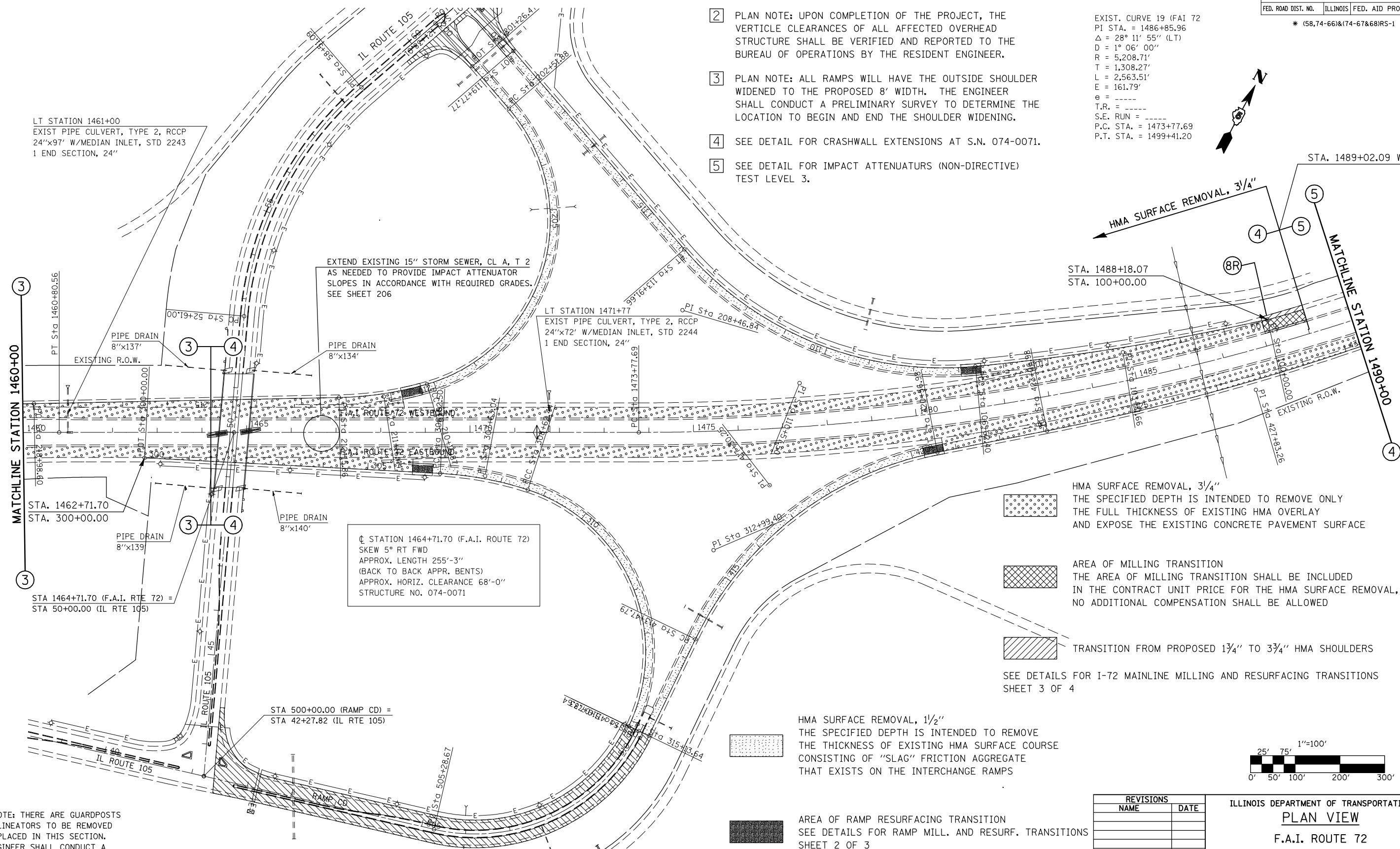
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	251	130
STA. 1460+00		TO STA. 1490+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\*(58,74-66)&(74-67&68)RS-1

EXIST. CURVE 19 (FAI 72)  
 PI STA. = 1486+85.96  
 $\Delta = 28^\circ 11' 55''$  (LT)  
 $D = 1^\circ 06' 00''$   
 $R = 5,208.71'$   
 $T = 1,308.27'$   
 $L = 2,563.51'$   
 $E = 161.79'$   
 $\theta = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$   
 $P.C. STA. = 1473+77.69$   
 $P.T. STA. = 1499+41.20$



- 1 SEE STRUCTURE PLANS, S.N. 074-0071
- 2 PLAN NOTE: UPON COMPLETION OF THE PROJECT, THE VERTICLE CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURE SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.
- 3 PLAN NOTE: ALL RAMP WILL HAVE THE OUTSIDE SHOULDER WIDENED TO THE PROPOSED 8' WIDTH. THE ENGINEER SHALL CONDUCT A PRELIMINARY SURVEY TO DETERMINE THE LOCATION TO BEGIN AND END THE SHOULDER WIDENING.
- 4 SEE DETAIL FOR CRASHWALL EXTENSIONS AT S.N. 074-0071.
- 5 SEE DETAIL FOR IMPACT ATTENUATORS (NON-DIRECTIVE) TEST LEVEL 3.



LT STATION 1461+00  
 EXIST PIPE CULVERT, TYPE 2, RCCP  
 24"x97' W/MEDIAN INLET, STD 2243  
 1 END SECTION, 24"

EXTEND EXISTING 15" STORM SEWER, CL A, T 2  
 AS NEEDED TO PROVIDE IMPACT ATTENUATOR  
 SLOPES IN ACCORDANCE WITH REQUIRED GRADES.  
 SEE SHEET 206

LT STATION 1471+77  
 EXIST PIPE CULVERT, TYPE 2, RCCP  
 24"x72' W/MEDIAN INLET, STD 2244  
 1 END SECTION, 24"

Q STATION 1464+71.70 (F.A.I. ROUTE 72)  
 SKEW 5° RT FWD  
 APPROX. LENGTH 255'-3"  
 (BACK TO BACK APPR. BENTS)  
 APPROX. HORIZ. CLEARANCE 68'-0"  
 STRUCTURE NO. 074-0071

STA 500+00.00 (RAMP CD) =  
 STA 42+27.82 (IL RTE 105)

HMA SURFACE REMOVAL, 3/4"  
 STA. 1488+18.07  
 STA. 100+00.00

HMA SURFACE REMOVAL, 3/4"  
 THE SPECIFIED DEPTH IS INTENDED TO REMOVE ONLY  
 THE FULL THICKNESS OF EXISTING HMA OVERLAY  
 AND EXPOSE THE EXISTING CONCRETE PAVEMENT SURFACE

AREA OF MILLING TRANSITION  
 THE AREA OF MILLING TRANSITION SHALL BE INCLUDED  
 IN THE CONTRACT UNIT PRICE FOR THE HMA SURFACE REMOVAL, 3/4"  
 NO ADDITIONAL COMPENSATION SHALL BE ALLOWED

TRANSITION FROM PROPOSED 1 3/4" TO 3 3/4" HMA SHOULDERS

SEE DETAILS FOR I-72 MAINLINE MILLING AND RESURFACING TRANSITIONS  
 SHEET 3 OF 4

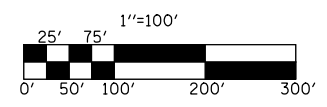
HMA SURFACE REMOVAL, 1/2"  
 THE SPECIFIED DEPTH IS INTENDED TO REMOVE  
 THE THICKNESS OF EXISTING HMA SURFACE COURSE  
 CONSISTING OF "SLAG" FRICTION AGGREGATE  
 THAT EXISTS ON THE INTERCHANGE RAMP

AREA OF RAMP RESURFACING TRANSITION  
 SEE DETAILS FOR RAMP MILL. AND RESURF. TRANSITIONS  
 SHEET 2 OF 3

NOTE: HMA SHOULDER TRANSITION DETAIL INCLUDED

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PLAN NOTE: THERE ARE GUARDPOSTS  
 AND DELINEATORS TO BE REMOVED  
 AND REPLACED IN THIS SECTION.  
 THE ENGINEER SHALL CONDUCT A  
 PRELIMINARY SURVEY TO DETERMINE  
 QUANTITY OF EACH ITEM PRIOR TO  
 CONSTRUCTION.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PLAN VIEW**  
 F.A.I. ROUTE 72  
 SECTION: (58,74-66)&(74-67&68)RS-1  
 PIATT COUNTY  
 SCALE: 1" = 100'  
 DATE: 10/18/05  
 DRAWN BY: CADD  
 CHECKED BY:

PLOT DATE = 2/10/2010  
 FILE NAME = g:\pwwork\pwwork\cearlock\j\d0109678\100p.amcdgn  
 PLOT SCALE = 211.7647 / IN.  
 USER NAME = cearlockj