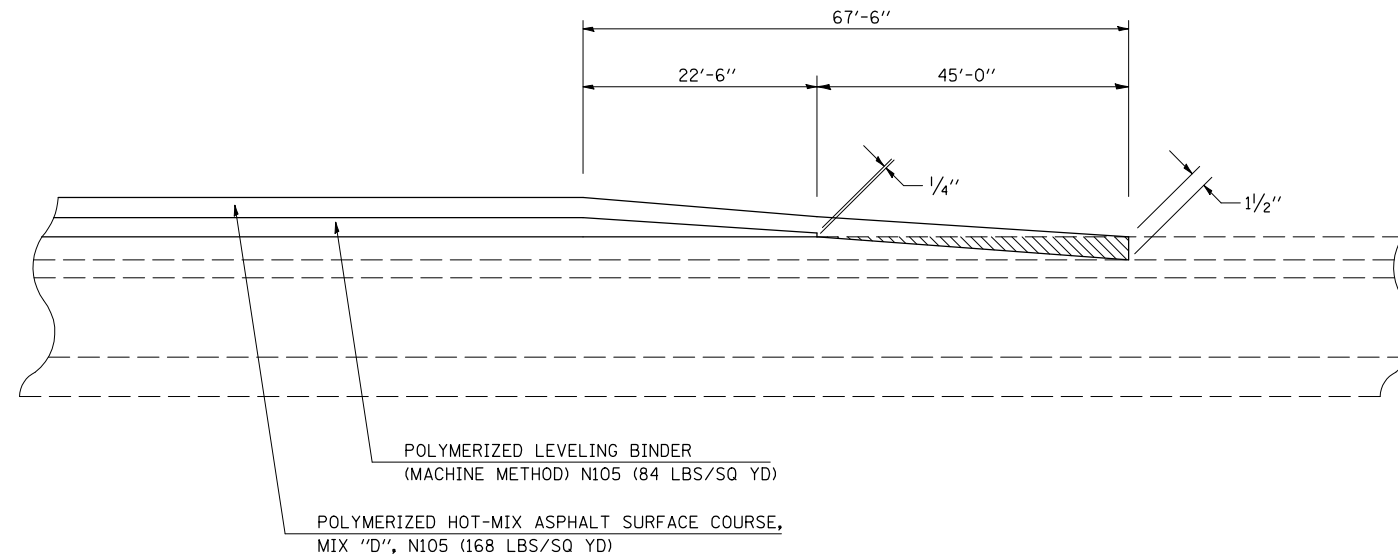


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	.	**	104	86

• 74(10-70)RS-3 & (10-71,73)RS-2  
 \*\* PIATT & CHAMPAIGN

## DETAIL FOR HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT AT INTERCHANGE RAMPS

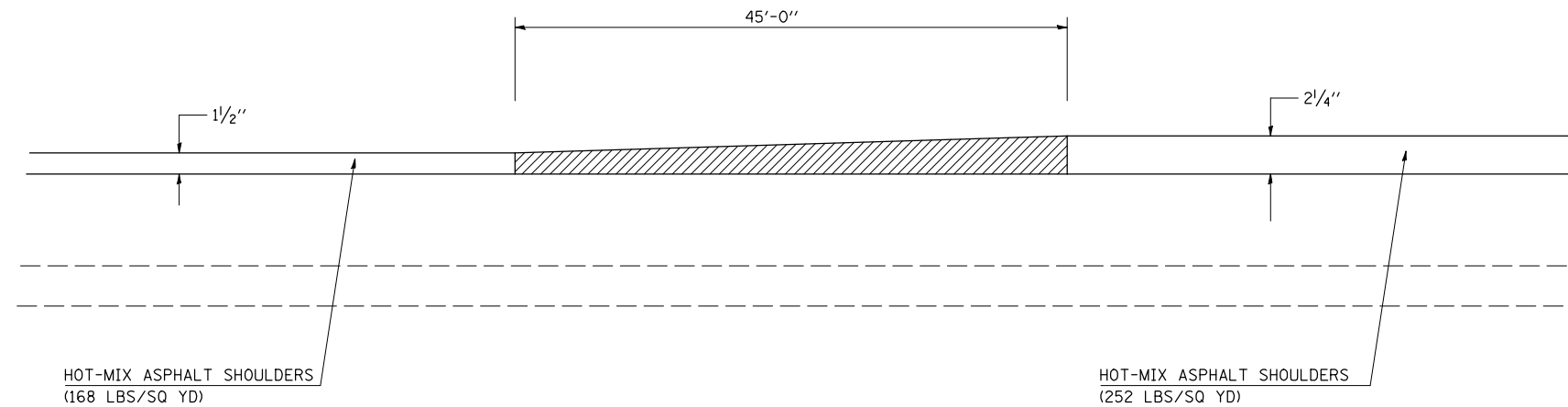
IL 10 RAMP A	STATION 100+90.00 TO STATION 101+35.00	IL 47 RAMP E	STATION 500+85.00 TO STATION 501+30.00
IL 10 RAMP B	STATION 219+20.00 TO STATION 219+65.00	IL 47 RAMP F	STATION 617+10.00 TO STATION 617+55.00
IL 10 RAMP C	STATION 319+20.00 TO STATION 319+65.00	IL 47 RAMP G	STATION 716+75.00 TO STATION 717+20.00
IL 10 RAMP D	STATION 401+00.00 TO STATION 401+45.00	IL 47 RAMP H	STATION 800+50.00 TO STATION 800+95.00



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

## DETAIL FOR HOT-MIX ASPHALT SHOULDER TRANSITION AT INTERCHANGE RAMPS

IL 10 RAMP A	STATION 108+34.00 TO STATION 108+64.00	IL 47 RAMP E	STATION 510+91.00 TO STATION 511+36.00
IL 10 RAMP B	STATION 205+30.00 TO STATION 205+75.00	IL 47 RAMP F	STATION 605+31.00 TO STATION 605+61.00
IL 10 RAMP C	STATION 305+30.00 TO STATION 305+75.00	IL 47 RAMP G	STATION 702+29.00 TO STATION 705+74.00
IL 10 RAMP D	STATION 408+19.00 TO STATION 408+64.00	IL 47 RAMP H	STATION 811+45.00 TO STATION 811+90.00



TRANSITION FROM 1/2" - 2/4"

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DETAIL FOR  
**HMA SURFACE REMOVAL-BUTT JOINT  
 AND MILLING TRANSITION**

F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3&(10-71,73)RS-2  
 SCALE: NONE PIATT/CHAMP. CO. DRAWN BY: CADD

DATE: 03-31-09 CHECKED BY:

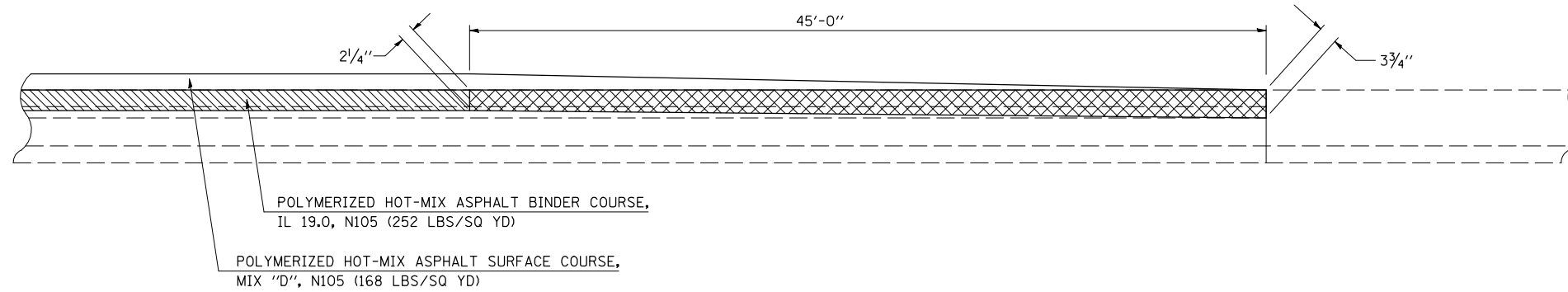
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	87

\* 74(10-70)RS-3 & (10-71,73)RS-2  
 \*\* PIATT & CHAMPAIGN

## DETAIL FOR MILLING TRANSITION AT I-57 RAMPS

- RAMP A STATION 11+15.00 TO 11+60.00
- RAMP B STATION 32+20.00 TO 32+65.00
- RAMP C STATION 71+53.00 TO 71+98.00
- RAMP D STATION 92+26.00 TO 92+71.00
- RAMP E STATION 141+00.00 TO 141+45.00
- RAMP F STATION 166+65.00 TO 167+10.00
- RAMP G STATION 220+80.00 TO 221+25.00
- RAMP H STATION 247+40.00 TO 247+85.00

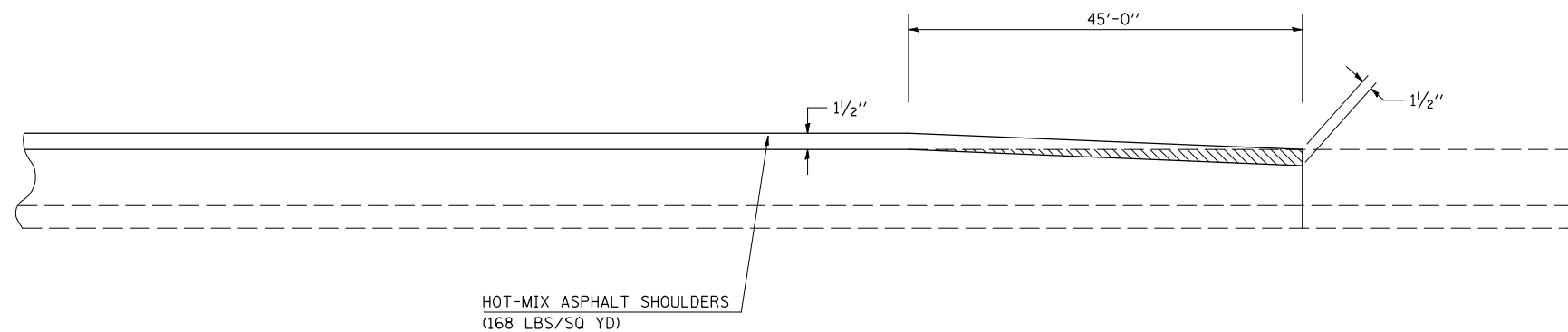
NOTE:  
 AREA OF MILLING TRANSITION SHALL BE INCLUDED IN CONTRACT UNIT PRICE FOR THE HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4". NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.



- HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- MILLING TRANSITION AREA

## DETAIL FOR HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT AT I-57 RAMP SHOULDERS

- RAMP A STATION 11+15.00 TO 11+60.00
- RAMP B STATION 32+20.00 TO 32+65.00
- RAMP C STATION 71+53.00 TO 71+98.00
- RAMP D STATION 92+26.00 TO 92+71.00
- RAMP E STATION 141+00.00 TO 141+45.00
- RAMP F STATION 166+65.00 TO 167+10.00
- RAMP G STATION 220+80.00 TO 221+25.00
- RAMP H STATION 247+40.00 TO 247+85.00



- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

HOT-MIX ASPHALT SHOULDERS  
 (168 LBS/SQ YD)

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DETAIL FOR  
**HMA SURFACE REMOVAL-BUTT JOINT  
 AND MILLING TRANSITION**

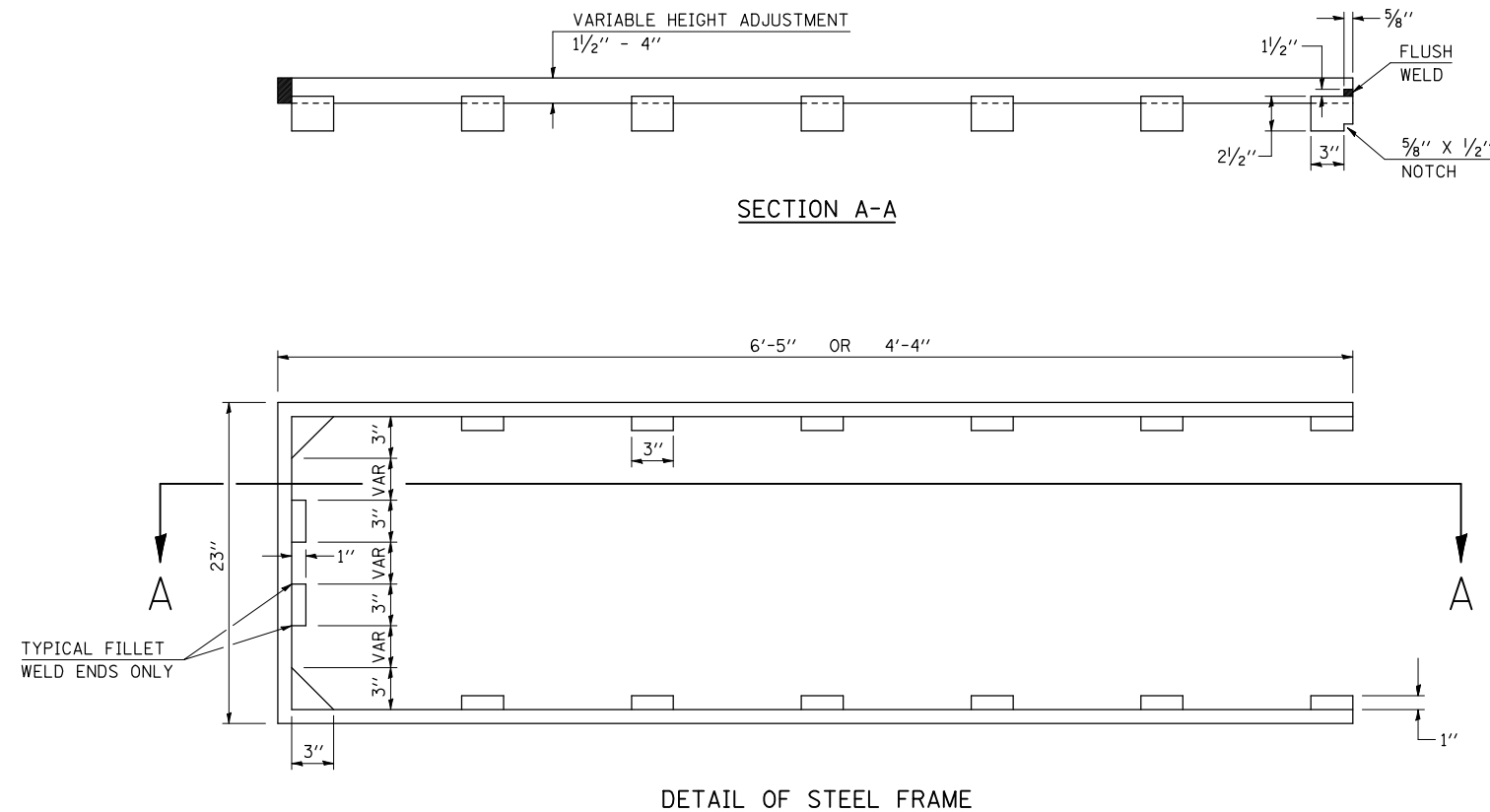
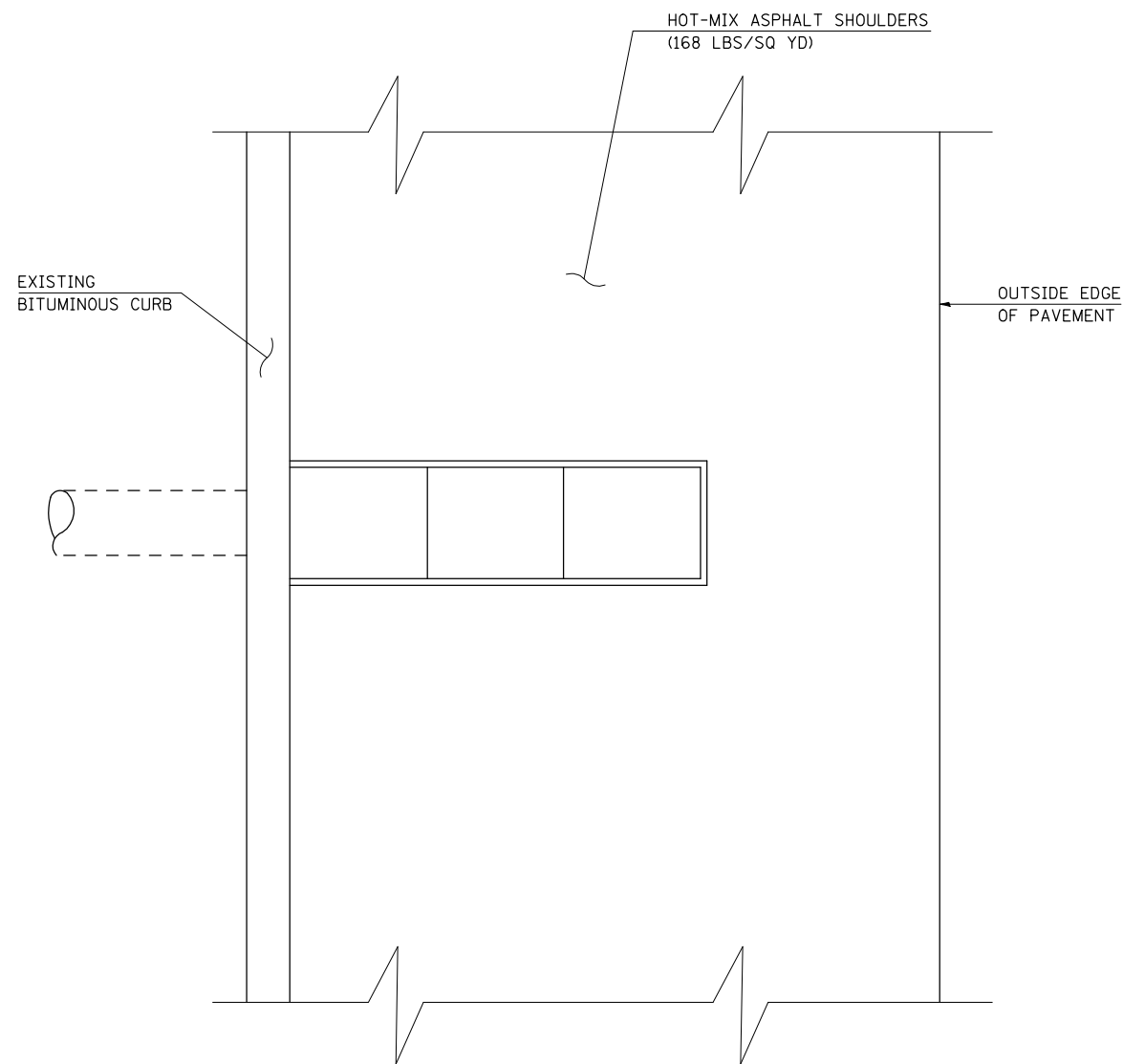
F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3&(10-71,73)RS-2  
 SCALE: NONE PIATT/CHAMP. CO. DRAWN BY: CADD  
 DATE: 03-31-09 CHECKED BY:

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	.	**	104	88

• 74(10-70)RS-3 & (10-71,73)RS-2  
 \*\* PIATT & CHAMPAIGN

# DETAIL FOR INLET ADJUST (SPECIAL)

(SEE SCHEDULE OF QUANTITIES FOR LOCATIONS)



### 60260200 INLET ADJUST (SPECIAL)

LOCATION	EACH
EB I-72	5.0
WB I-72	4.0
<b>TOTAL =</b>	<b>9.0</b>

### GENERAL NOTES

- HEIGHT ADJUSTMENTS ARE TO BE MEASURED IN THE FIELD.
- FABRICATION WELDS ARE TO BE PLACED SO AS NOT TO INTERFERE WITH RING SEATING ON FRAME OR GRATE.
- MILD STEEL MAY BE USED TO FABRICATE ADJUSTMENT RING.
- THIS WORK SHALL BE PERFORMED BEFORE THE HMA SHOULDERS ARE PLACED TO INSURE PROPER ADJUSTMENT.
- THIS WORK SHALL BE MEASURED FOR PAYMENT PER EACH INDIVIDUAL ADJUSTMENT AND PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR INLET ADJUST (SPECIAL), WHICH PRICE SHALL INCLUDE ALL EQUIPMENT, MATERIAL, LABOR AND OTHER ITEMS REQUIRED TO MANUFACTURE & INSTALL EACH INDIVIDUAL ADJUSTMENT RING.

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DETAIL FOR  
INLET ADJUST (SPECIAL)

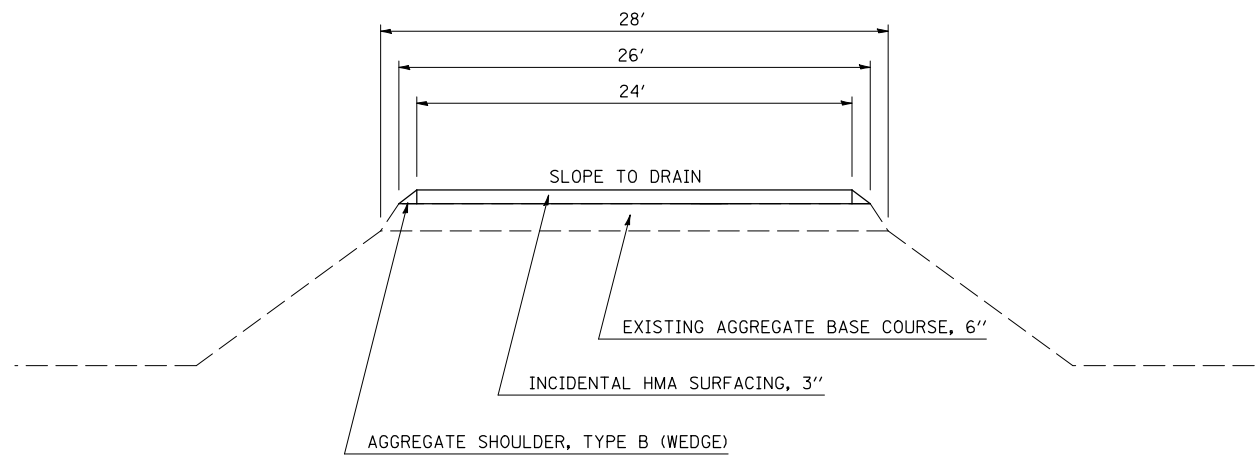
F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3&(10-71,73)RS-2  
 SCALE: NONE PIATT/CHAMP. CO. DRAWN BY: CADD  
 DATE: 03-31-09 CHECKED BY:

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	89

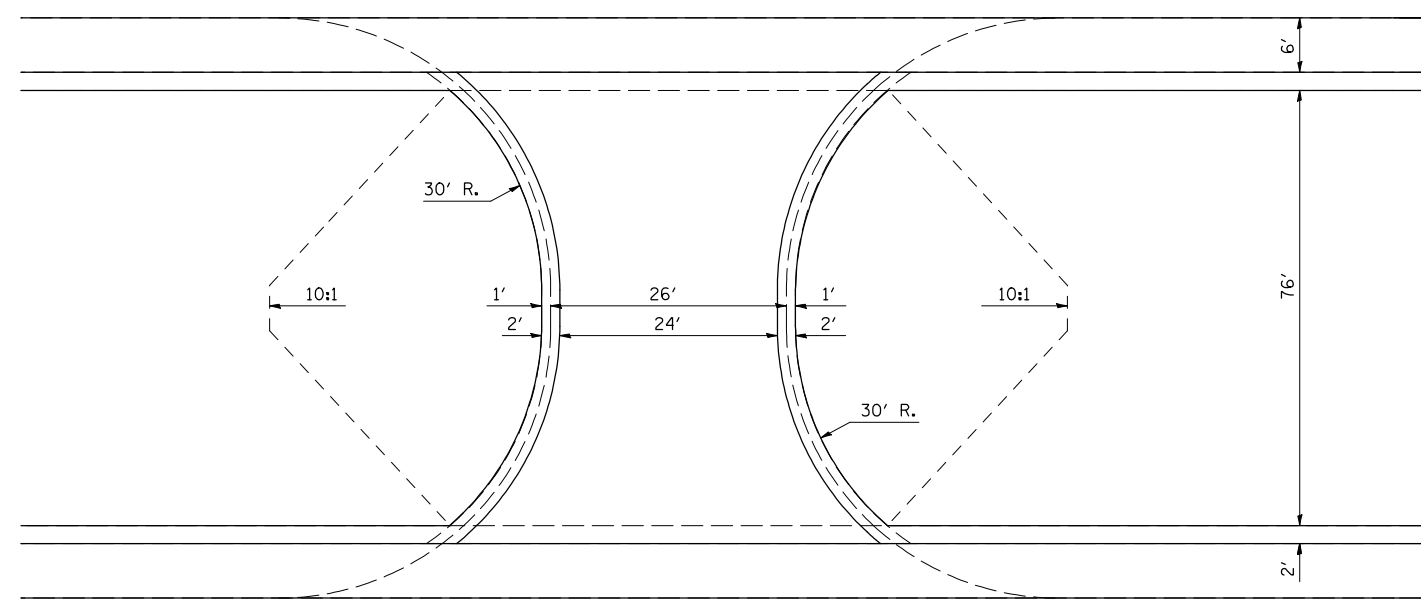
• 74(10-70)RS-3 & (10-71,73)RS-2  
 \*\* PIATT & CHAMPAIGN

# DETAIL FOR MEDIAN CROSSOVER TO BE RESURFACED

CROSSOVERS	STATION	AREA (SQ YD)	40800010	40800030	40800050
			BIT MATLS PR CT (GALLON)	AGG PR CT (TON)	INCID HMA SURFACE (TONS)
	1390+99.37	340	34.0	0.7	38.1
	1518+02.71	340	34.0	0.7	38.1
	1710+65.38	340	34.0	0.7	38.1
	1897+84.14	340	34.0	0.7	38.1
	<b>TOTAL =</b>		<b>136.0</b>	<b>2.7</b>	<b>152.3</b>
	<b>USE =</b>		<b>136.0</b>	<b>3.0</b>	<b>153.0</b>



ELEVATION



PLAN

NOT TO SCALE

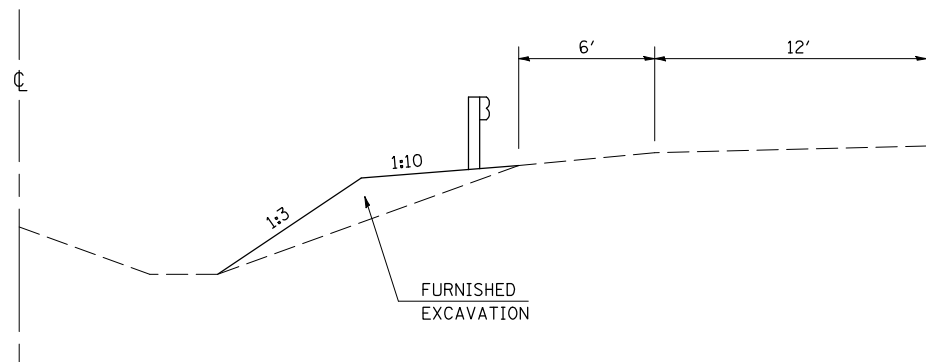
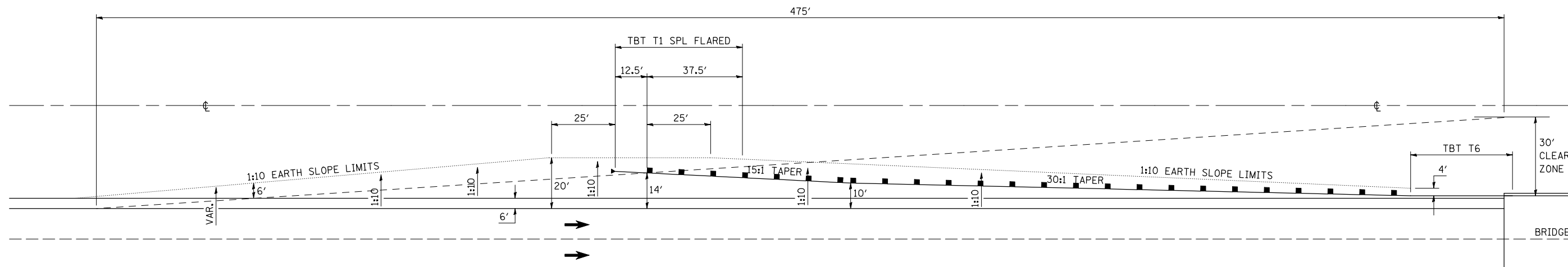
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DETAIL FOR  
**MEDIAN CROSSOVER  
 TO BE RESURFACED**  
 F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3&(10-71,73)RS-2  
 SCALE: NONE PIATT/CHAMP. CO. DRAWN BY: CADD  
 DATE: 03-31-09 CHECKED BY:

PLOT DATE 4/13/2009  
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 PLOT SCALE 42.3625' / IN.  
 USER NAME sherer\_jm

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	90

• 74(10-70)RS-3 & (10-71,73)RS-2  
 \*\* PIATT & CHAMPAIGN

# DETAIL FOR FLARED GUARDRAIL AT DUAL STRUCTURES



NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DETAIL FOR GUARDRAIL  
 AT DUAL STRUCTURES**

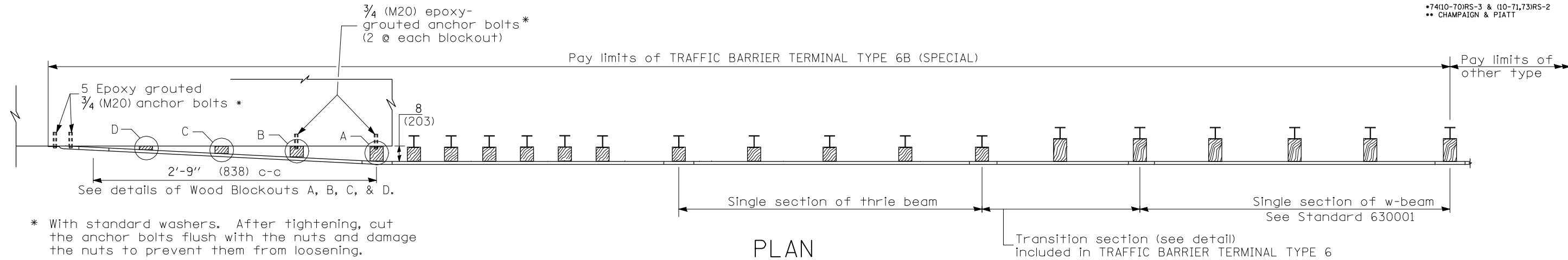
F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3&(10-71,73)RS-2

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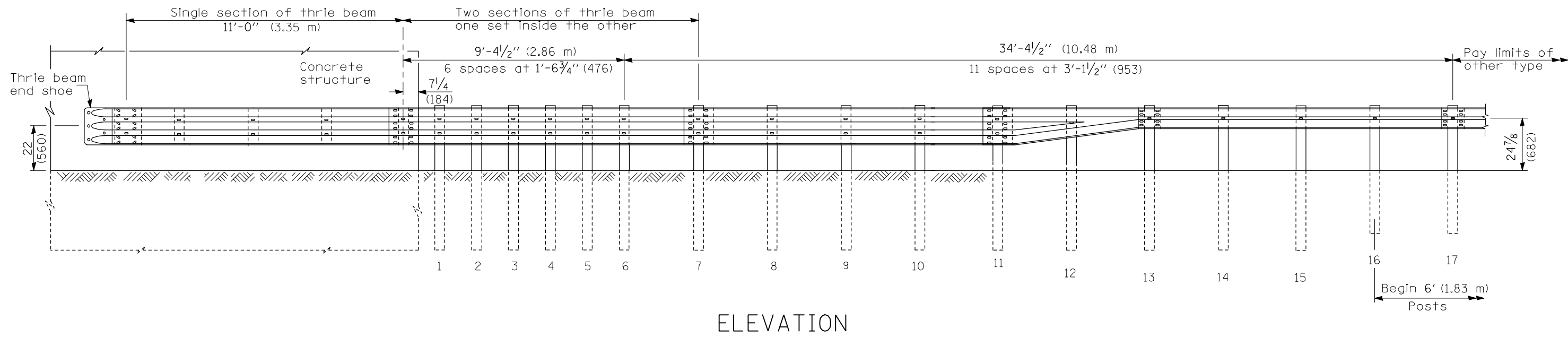
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 PLOT SCALE 42,352x / IN.  
 USER NAME sherer, jm

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	91

\*74(10-70)RS-3 & (10-71,73)RS-2  
\*\* CHAMPAIGN & PIATT



\* With standard washers. After tightening, cut the anchor bolts flush with the nuts and damage the nuts to prevent them from loosening.



GENERAL NOTES

LOCATIONS FOR TYPE 6B (SPECIAL)

S.N. 010-0160  
STA. 1620+67.21 TO 1621+23.36 WB RT

S.N. 010-0146  
STA. 1779+56.96 TO 1780+13.61 EB RT  
STA. 1780+05.79 TO 1780+62.44 WB RT

See Standard 630001 for details of guardrail not shown.

Thrie beam rail shall be bolted to block-out at all posts.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise shown.

Refer to Standard 631033 for details and dimensions not shown.

SHEET 1 OF 2

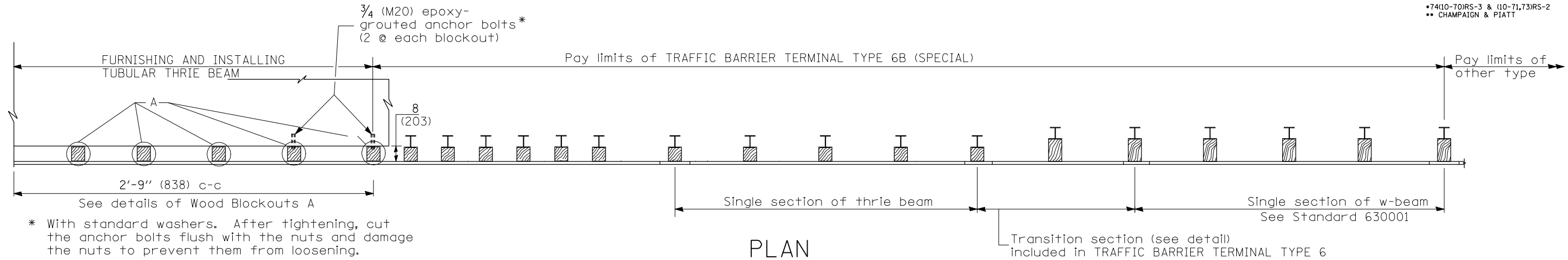
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC BARRIER TERMINAL,  
TYPE 6B (SPECIAL)**  
F.A.I. ROUTE 72  
SECTION 74(10-70)RS-3 & (10-71,73)RS-2  
CHAMPAIGN & PIATT COUNTY

SCALE: NONE DRAWN BY: MLB  
DATE: 04/01/2009 CHECKED BY:

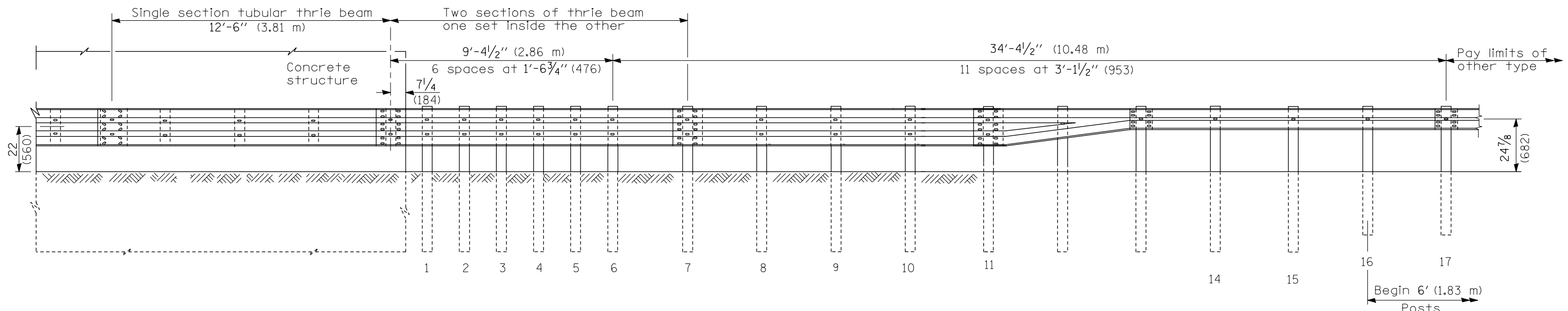
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USER NAME = sherr\_jm

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	.	..	104	92

•74(10-70)RS-3 & (10-71,73)RS-2  
 •• CHAMPAIGN & PIATT



PLAN



ELEVATION

GENERAL NOTES

LOCATIONS FOR TYPE 6B (SPECIAL)  
 S.N. 010-0160  
 STA. 1620+22.08 TO 1620+65.83 EB RT  
 STA. 1620+81.00 TO 1621+24.75 EB RT

LOCATION FOR FURNISHING AND INSTALLING TUBULAR THRIE BEAM  
 S.N. 010-0160  
 STA. 1620+65.83 TO 1620+81.00 EB RT

See Standard 630001 for details of guardrail not shown.

Thrie beam rail shall be bolted to block-out at all posts.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise shown.

Refer to Standard 631033 for details and dimensions not shown.

SHEET 2 OF 2

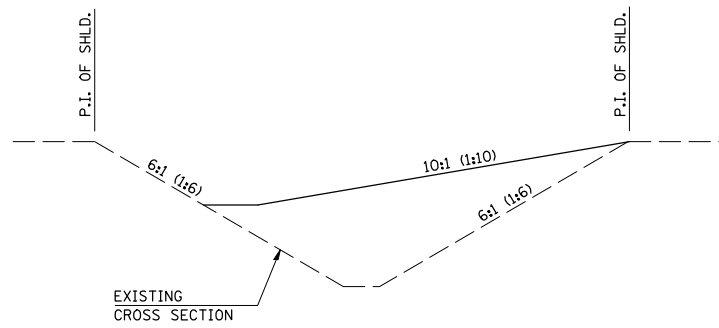
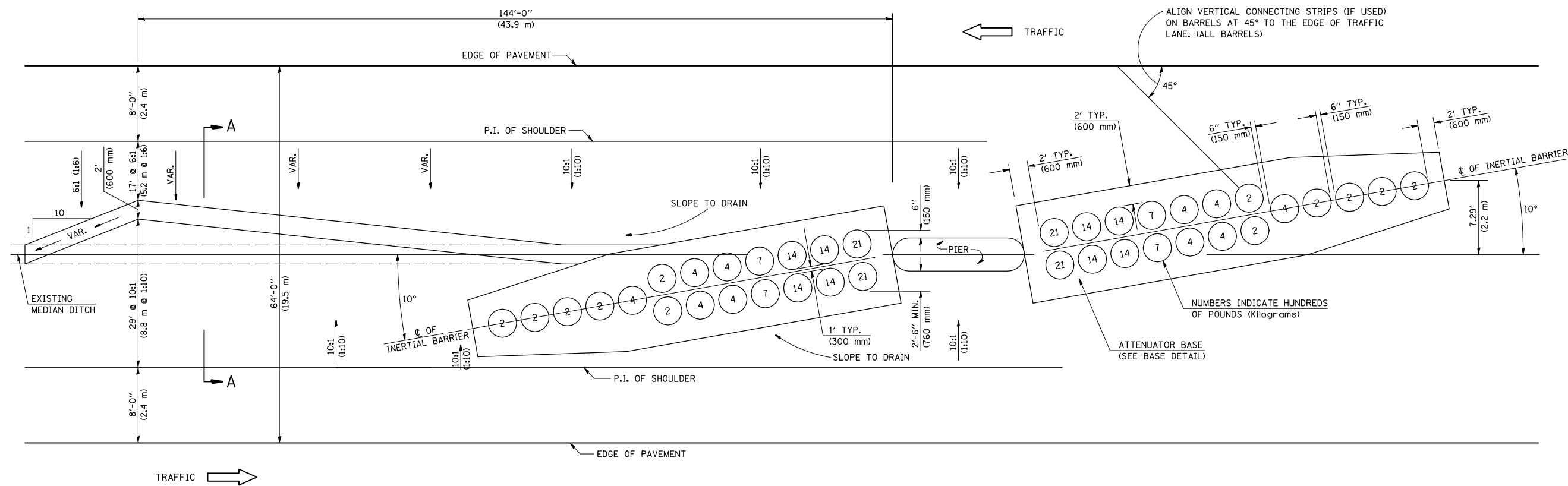
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC BARRIER TERMINAL,**  
**TYPE 6B (SPECIAL)**  
 F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3 & (10-71,73)RS-2  
 CHAMPAIGN & PIATT COUNTY  
 SCALE: NONE DRAWN BY: MLB  
 DATE: 04/01/2009 CHECKED BY:

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 USER NAME = sherer\_jm

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	93

\*74(10-70)RS-3 & (10-71,73)RS-2  
 \*\* CHAMPAIGN & PIATT

70 MPH (110 km/h) DESIGN - 64' (19.5 m) MEDIAN



SECTION A-A  
 GRADING AND SHAPING DETAIL

GENERAL NOTES

- ALL 10:1 (1:10) SLOPES SHOWN ON THIS DETAIL SHALL BE CONSTRUCTED 10:1 (1:10) OR FLATTER.
- THE SLOPES AS SHOWN ON THIS DETAIL SHALL APPLY TO BOTH ENDS OF THE BRIDGE PIERS.
- THE LENGTH X WIDTH OF MODULE LAYOUT IS 41.0' x 7.0' : 19 MODULES - 14,400 LBS.  
 (12.5 m x 2.1 m : 19 MODULES - 6532 kg).
- IN AREAS OF 10:1 (1:10) SLOPES PRECEDING THE ATTENUATOR IN THE MEDIAN INSTALLATION, FOUR OR MORE WOOD POSTS SHALL BE PLACED AT 5' (1.5 m) INTERVALS IN THE MEDIAN  $\phi$ . SEE SPECIAL PROVISIONS AND SCHEDULES.

SHEET 1 OF 3

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAIL FOR IMPACT ATTENUATORS**  
**(NON-REDIRECTIVE) TEST LEVEL 3**  
 F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3 & (10-71,73)RS-2  
 CHAMPAIGN & PIATT COUNTY  
 SCALE: NONE DRAWN BY: MLB  
 DATE: 04/01/2009 CHECKED BY:

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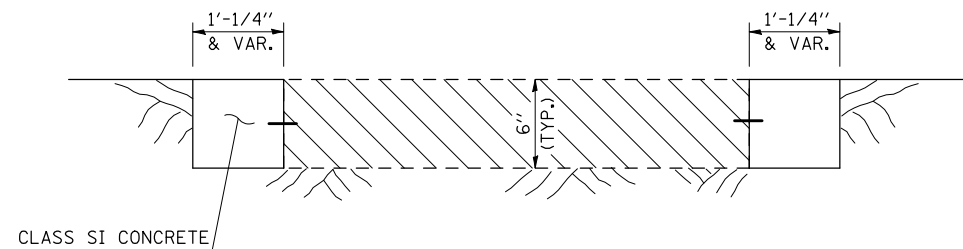
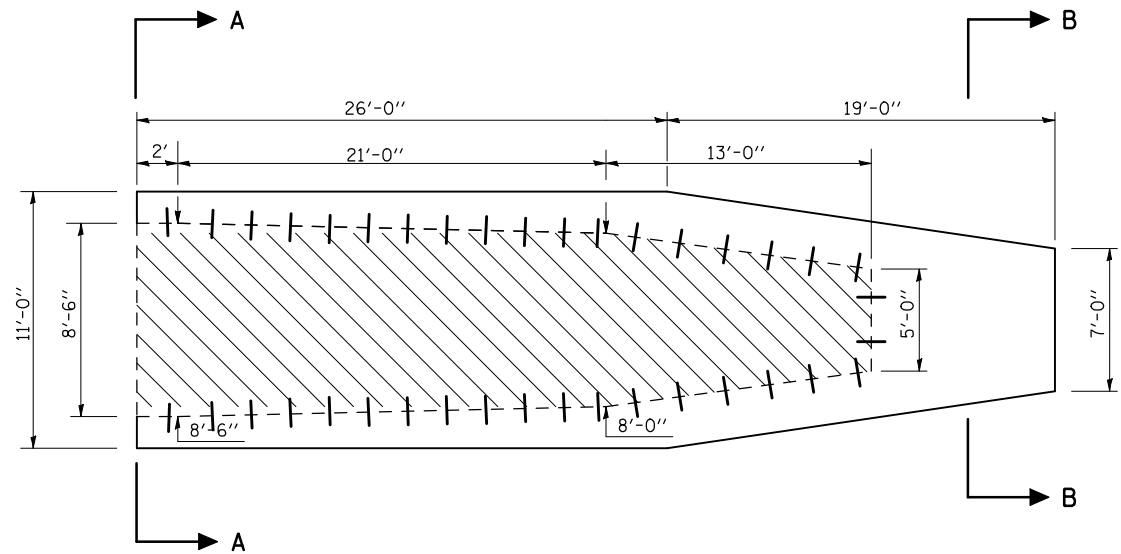


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	.	**	104	94

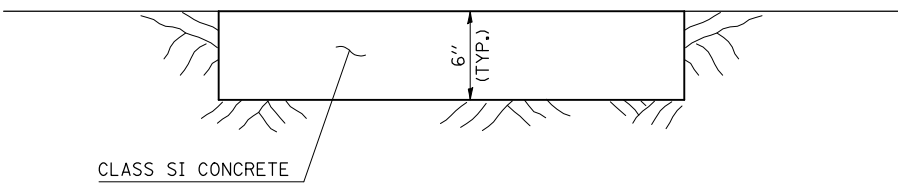
•74(10-70)RS-3 & (10-71,73)RS-2  
 •• CHAMPAIGN & PIATT

### DETAIL OF ATTENUATOR BASE TO BE UPGRADED

STATION 1421+61.77 (S.N. 074-0007)  
 STATION 1620+73.29 (S.N. 010-0160)  
 STATION 1674+22.18 (S.N. 010-0056)  
 STATION 1780+09.74 (S.N. 010-0146)  
 STATION 1881+33.41 (S.N. 010-0166)  
 STATION 1934+12.25 (S.N. 010-0168)



SECTION A-A



SECTION B-B

BILL OF MATERIALS (1 BASE)	UNIT	QUANTITY
CLASS SI CONCRETE	CU YD	3.4
NO. 6 TIE BARS	EACH	38
GRADING AND SHAPPING DITCHES	FOOT	200.0
TEMPORARY EROSION CONTROL SEED	POUND	5.0
TEMPORARY DITCH CHECK	EACH	1.0
INLET AND PIPE PROTECTION	EACH	1.0

#### GENERAL NOTES

- ① CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
- ② TIE BARS SHALL BE NO. 6 AT 24" CENTERS, UNLESS OTHERWISE SHOWN.
- ③ ENGINEER SHALL VERIFY EXISTING PAD DIMENSIONS PRIOR TO CONSTRUCTION AND PROVIDE GRADES.
- ④ EXISTING ATTENUATOR BARRELS SHALL BE REMOVED AND REPLACED TO CONFORM TO DETAIL OF IMPACT ATTENUATORS (NON-REDIRECTIVE) TEST LEVEL 3.
- ⑤ THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATOR (NON-REDIRECTIVE) TEST LEVEL 3. WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

SHEET 2 OF 3

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAIL FOR IMPACT ATTENUATORS**  
**(NON-REDIRECTIVE) TEST LEVEL 3**  
 F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3 & (10-71,73)RS-2  
 CHAMPAIGN & PIATT COUNTY  
 SCALE: NONE DRAWN BY: MLB  
 DATE: 04/01/2009 CHECKED BY:

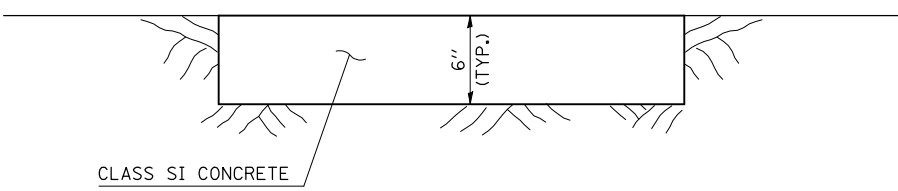
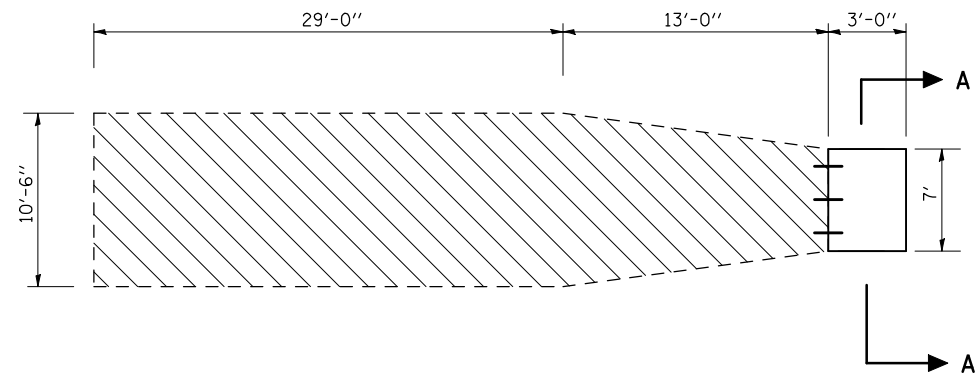
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 USER NAME = sherer\_jm

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	95

\*74(10-70)RS-3 & (10-71,73)RS-2  
 \*\* CHAMPAIGN & PIATT

# DETAIL OF ATTENUATOR BASE TO BE UPGRADED

STATION 1987+29.94 (S.N. 010-0170)



BILL OF MATERIALS (1 BASE)	UNIT	QUANTITY
CLASS SI CONCRETE	CU YD	0.39
NO. 6 TIE BARS	EACH	3.0
GRADING AND SHAPPING DITCHES	FOOT	200.0
TEMPORARY EROSION CONTROL SEED	POUND	5.0
TEMPORARY DITCH CHECK	EACH	1.0
INLET AND PIPE PROTECTION	EACH	1.0

### GENERAL NOTES

- ① CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
- ② TIE BARS SHALL BE NO. 6 AT 24" CENTERS, UNLESS OTHERWISE SHOWN.
- ③ ENGINEER SHALL VERIFY EXISTING PAD DIMENSIONS PRIOR TO CONSTRUCTION AND PROVIDE GRADES.
- ④ EXISTING ATTENUATOR BARRELS SHALL BE REMOVED AND REPLACED TO CONFORM TO DETAIL OF IMPACT ATTENUATORS (NON-REDIRECTIVE) TEST LEVEL 3.
- ⑤ THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATOR (NON-REDIRECTIVE) TEST LEVEL 3. WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

SHEET 3 OF 3

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAIL FOR IMPACT ATTENUATORS**  
**(NON-REDIRECTIVE TEST LEVEL 3)**  
 F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3 & (10-71,73)RS-2  
 CHAMPAIGN & PIATT COUNTY  
 SCALE: NONE DRAWN BY: MLB  
 DATE: 04/01/2009 CHECKED BY:

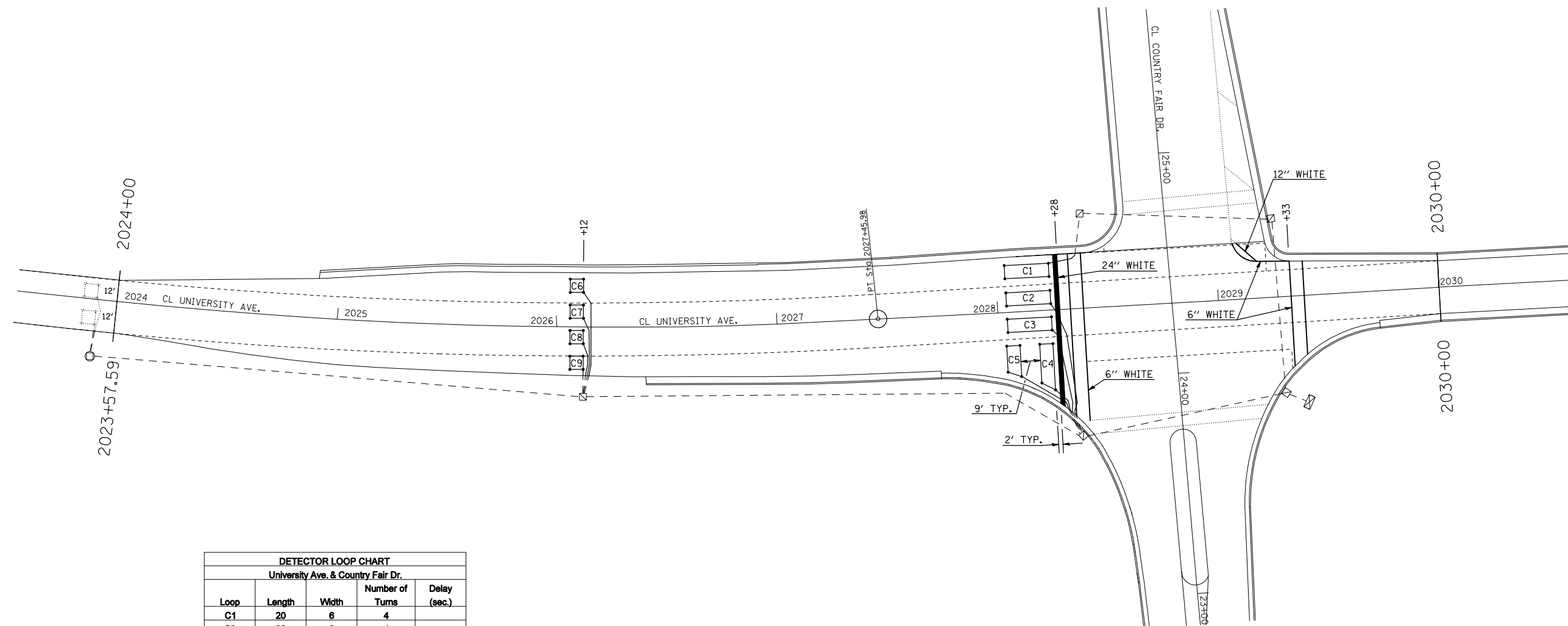
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 USER NAME = sherer, jm

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	96

•74(10-70)RS-3 & (10-71,73)RS-2  
 •• CHAMPAIGN & PIATT

# F.A.U. 7157 (COUNTRY FAIR DR.) & F.A.P. 725 (UNIVERSITY AVE.)

## DETECTOR LOOP LAYOUT



DETECTOR LOOP CHART				
University Ave. & Country Fair Dr.				
Loop	Length	Width	Number of Turns	Delay (sec.)
C1	20	6	4	
C2	20	6	4	
C3	20	6	4	
C4	6	20	4	10
C5	6	14	4	10
C6	6	6	5	
C7-8	6	6	5	
C9	6	6	5	

THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS: (C1), (C2, C3), (C4, C5), (C6), (C7, C8), (C9)

### BILL OF MATERIALS

DETECTOR LOOP, TYPE 1      FOOT      699.0

PLOT DATE = 4/13/2009  
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 PLOT SCALE = 52.9412' / IN.  
 USER NAME = sherer, jm

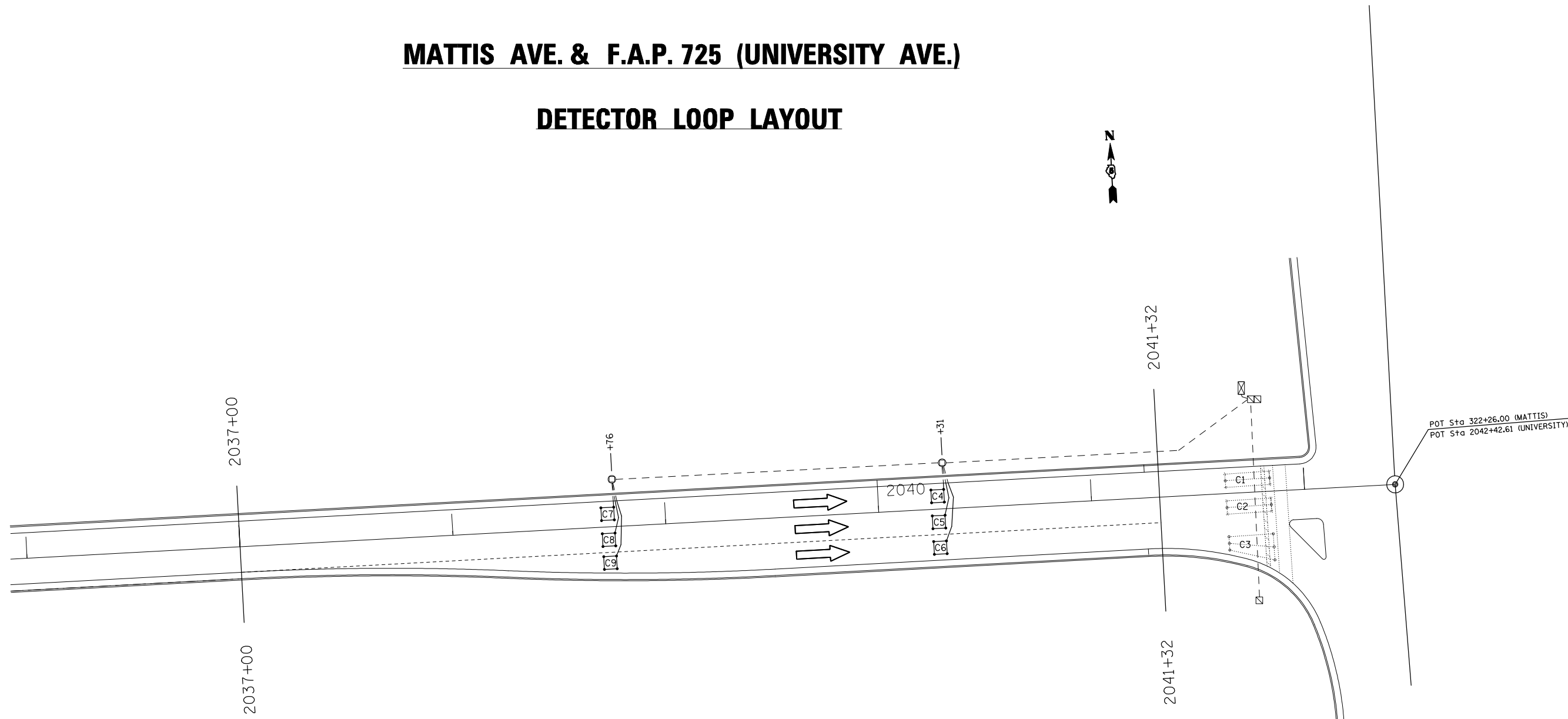
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.U. 7157 (COUNTRY FAIR DR.)**  
**& F.A.P. 725 (UNIVERSITY AVE.)**  
 F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3 & (10-71,73)RS-2  
 CHAMPAIGN & PIATT COUNTY  
 SCALE: NONE      DRAWN BY: MLB  
 DATE: 04/01/2009      CHECKED BY:

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	97

•74(10-70)RS-3 & (10-71,73)RS-2  
 •• CHAMPAIGN & PIATT

# MATTIS AVE. & F.A.P. 725 (UNIVERSITY AVE.)

## DETECTOR LOOP LAYOUT



DETECTOR LOOP CHART				
University & Mattis				
Loop	Length	Width	Number of Turns	Delay (sec.)
C4-5	6	6	4	
C6	6	6	4	
C7-8	6	6	5	
C9	6	6	5	

THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS: (C4, C5), (C6), (C7, C8), (C9)

### BILL OF MATERIALS

DETECTOR LOOP, TYPE 1      FOOT      235.0

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**MATTIS AVE. &**  
**F.A.P. 725 (UNIVERSITY AVE.)**  
 F.A.I. ROUTE 72  
 SECTION 74(10-70)RS-3 & (10-71,73)RS-2  
 CHAMPAIGN & PIATT COUNTY

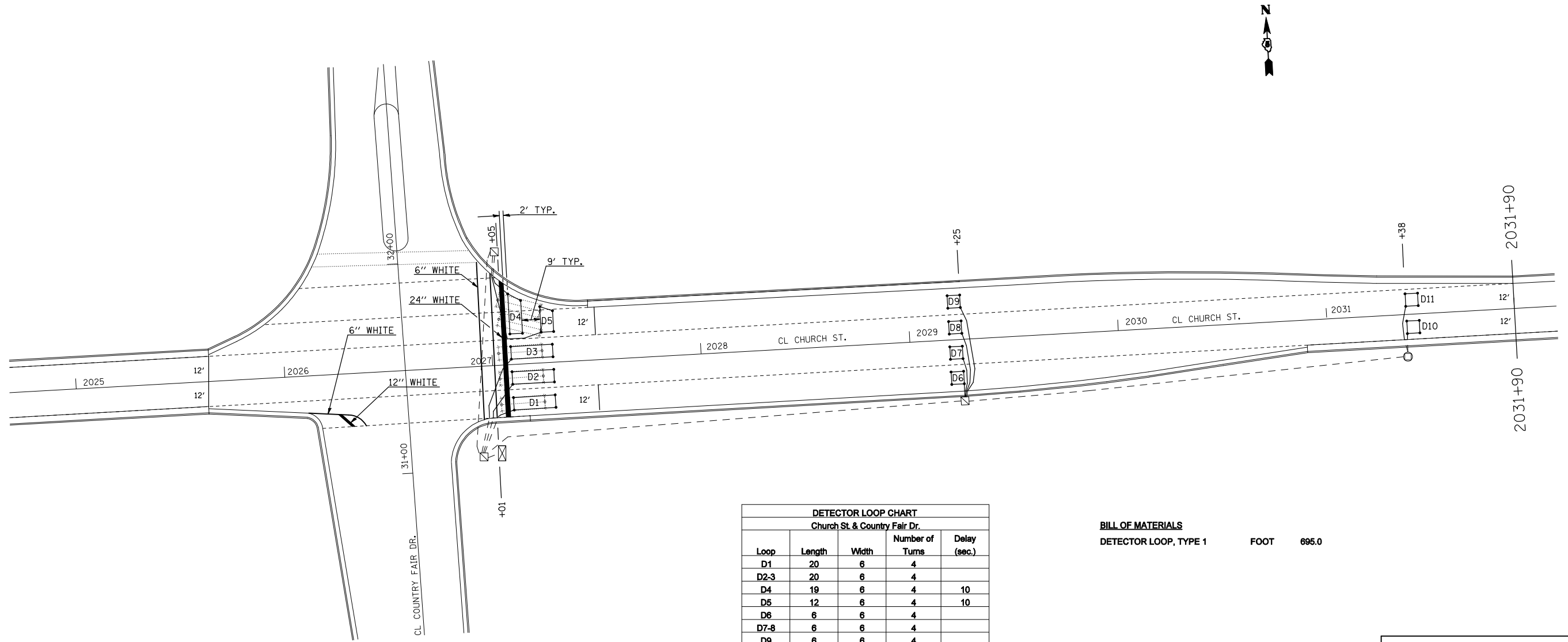
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 DATE: 04/01/2009      CHECKED BY:

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	.	**	104	98

•74(10-70)RS-3 & (10-71,73)RS-2  
•• CHAMPAIGN & PIATT

**F.A.P. 725 ALT. (CHURCH ST.) & F.A.U. 7157 (COUNTRY FAIR DR.)**

**DETECTOR LOOP LAYOUT**



DETECTOR LOOP CHART Church St. & Country Fair Dr.				
Loop	Length	Width	Number of Turns	Delay (sec.)
D1	20	6	4	
D2-3	20	6	4	
D4	19	6	4	10
D5	12	6	4	10
D6	6	6	4	
D7-8	6	6	4	
D9	6	6	4	
D10-11	6	6	5	

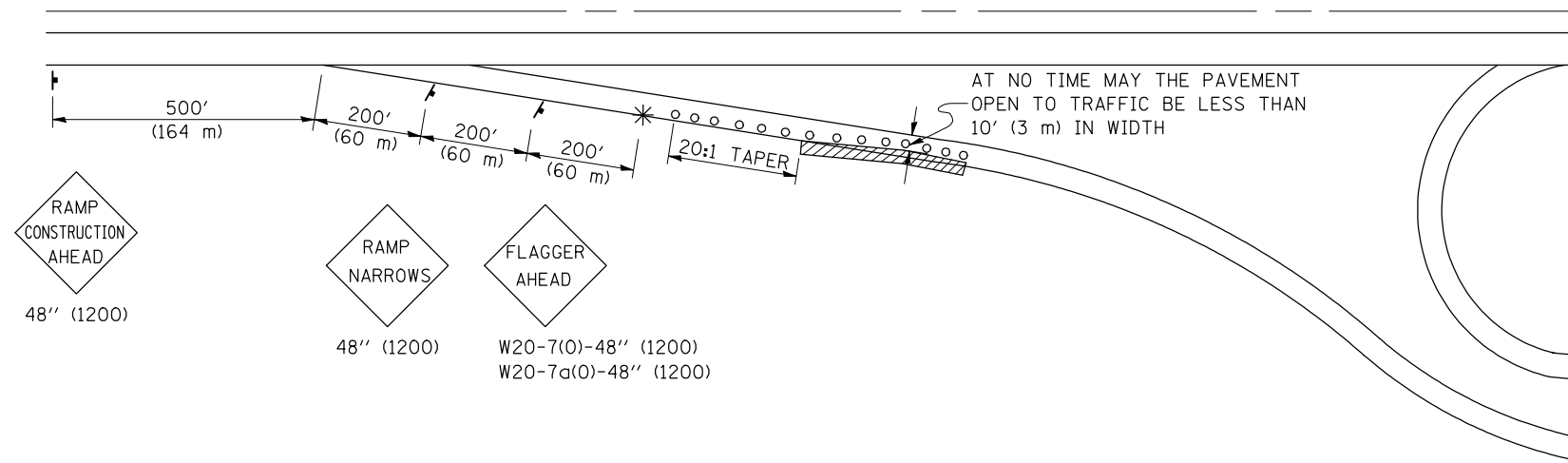
THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON  
AMPLIFIERS: (D1), (D2, D3), (D4, D5), (D6), (D7, D8), (D9), (D11, D10)

**BILL OF MATERIALS**  
DETECTOR LOOP, TYPE 1      FOOT      695.0

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	**	104	99

• 74(10-70)RS-3 & (10-71,73)RS-2  
 \*\* PIATT & CHAMPAIGN

**APPLICATION NO. 1  
 DAY OPERATION ONLY  
 PARTIAL RAMP CLOSURE**



**SYMBOLS**

- (APPLICATION NO. 1) TYPE I OR II BARRICADES OR DRUMS @ 50' (15 m) CTS.
- ⦿ (APPLICATION NO. 2) TYPE I OR II BARRICADES OR DRUMS @ 25' (7.5 m) CTS. W/STEADY BURNING LIGHTS
- \* (APPLICATION NO. 1) FLAGGER PLACED AS DIRECTED BY THE ENGINEER
- † SIGN ON PORTABLE OR PERMANENT SUPPORT
- ▨ WORK AREA

**TYPICAL APPLICATIONS**

- PAVEMENT PATCHING
- PIPE UNDERDRAINS
- HMA RESURFACING

**GENERAL NOTES**

CONSTRUCTION OPERATIONS SHALL BE CONFINED TO AN AREA NARROW ENOUGH THAT A MINIMUM OF 10' (3 m) OF PAVEMENT SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

FULL WIDTH PAVEMENT ON THE RAMPS SHALL BE OPEN TO TRAFFIC AT NIGHT.

WHEN NO WORK IS BEING PERFORMED, THE FLAGGER WILL NOT BE REQUIRED. IF THE FLAGGER IS NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.

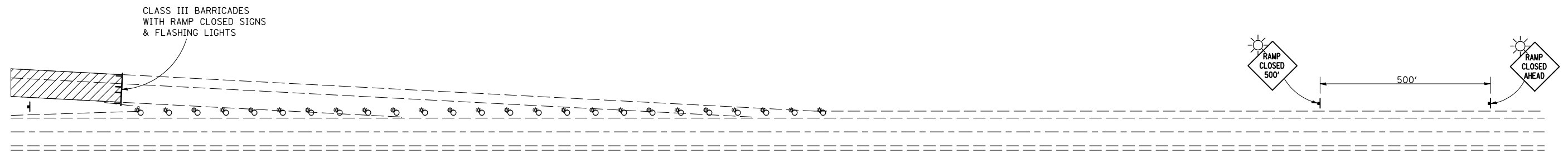
ALL SIGNS SHALL BE POST MOUNTED IF WORK IN THE AREA EXCEEDS FOUR DAYS OF DAYTIME OPERATIONS.

LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGER) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE DISTRICT ENGINEER.

**Traffic Control for all ramps shall be in accordance with the appropriate application of plan detail TRAFFIC CONTROL FOR RAMPS and will not be paid for separately, but shall be included in the contract lump sum prices for Traffic Control and Protection, Standard 701401 and Traffic Control and Protection, Standard 701406.**

**APPLICATION NO. 2  
 RAMP CLOSURE**



**GENERAL NOTES**

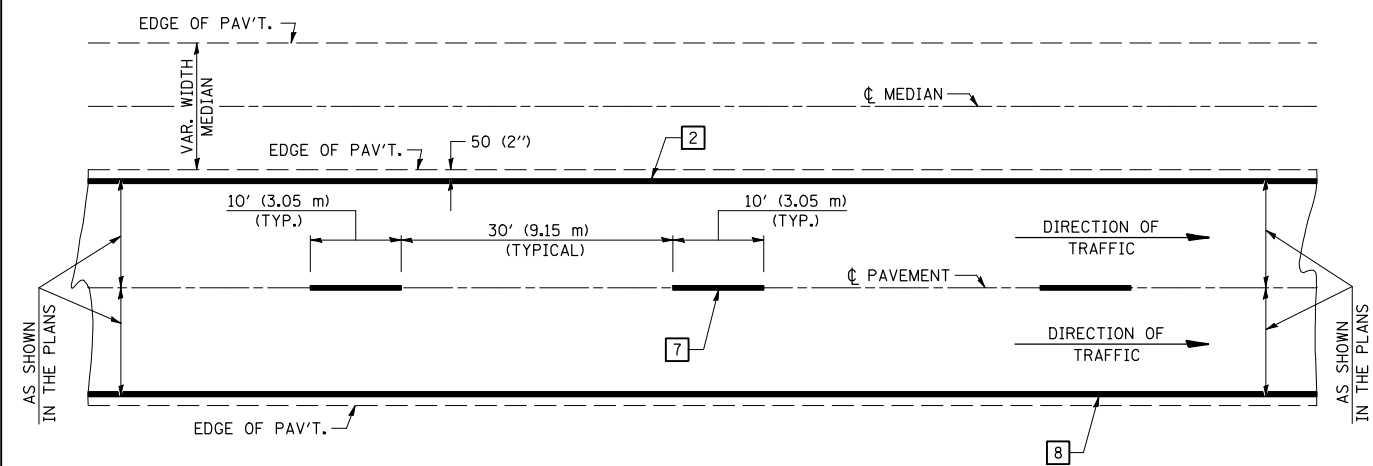
STEADY BURN LIGHTS ARE NOT REQUIRED FOR DAYTIME OPERATIONS.

CONTACT THE DISTRICT TRAFFIC OPERATIONS ENGINEER AT 217-465-4181, ONE WEEK PRIOR TO CLOSING THE RAMP.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

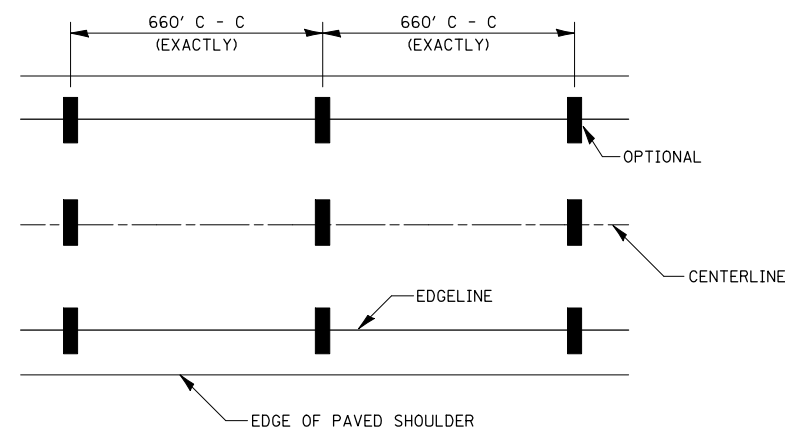
DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
11/06	REPLACED DETAIL F-5.01	TJR	<b>TRAFFIC CONTROL FOR RAMPS</b>
			<b>DISTRICT 5 DETAIL NO. 70103710</b>

### CENTERLINE INTERSTATE OR MULTI-LANE TWO WAY DIVIDED HIGHWAY

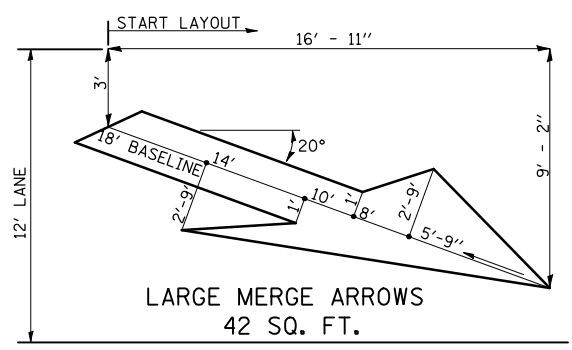
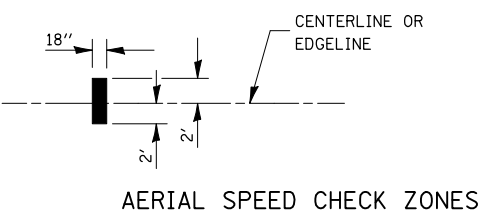


NOTE: PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.

NOTE: SEE ARTICLES 780.04 & 781.03 FOR LOCATION OF STRIPES AND MARKERS RELATIVE TO EDGES OR JOINTS.  
FOR RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO STANDARD 781001.



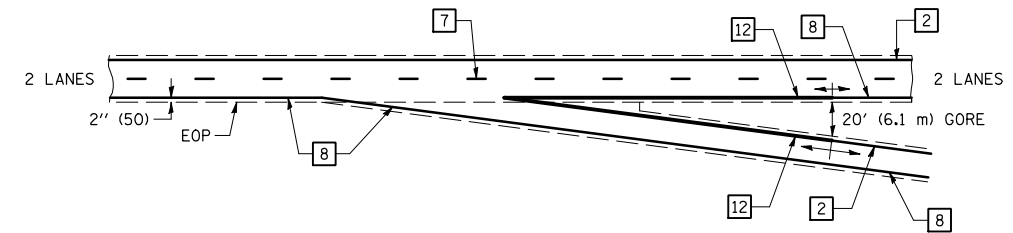
IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.



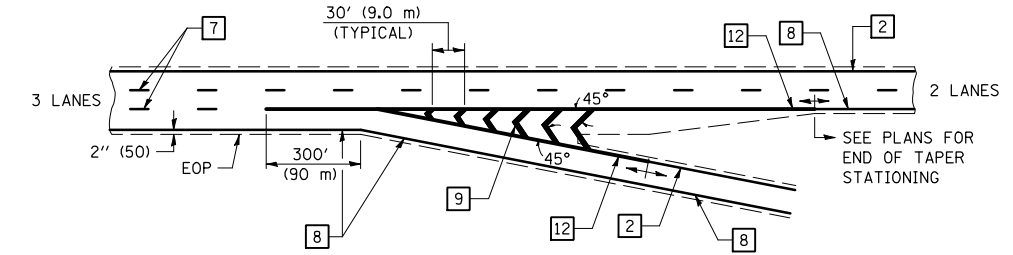
### TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
  - 2 4" (100) SOLID (YELLOW)
  - 3 12" (300) DIAGONAL (YELLOW)
  - 4 4" (100) DOUBLE YELLOW (NARROW)
  - 5 RESERVED
  - 6 RESERVED
  - 7 4" (100) SKIP-DASH (WHITE)
  - 8 4" (100) SOLID (WHITE)
  - 9 12" (300) DIAGONAL (WHITE)
  - 10 6" (150) SOLID (WHITE)
  - 11 24" (600) STOP BAR (WHITE)
  - 12 8" (200) SOLID (WHITE)
  - 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 
- 
- 
- 
- 

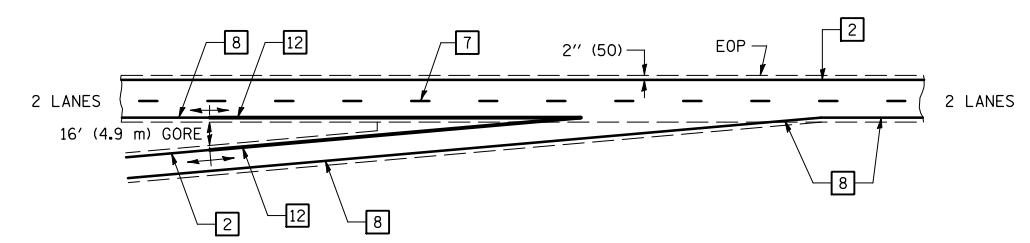
### TYPICAL EXIT RAMP TERMINAL



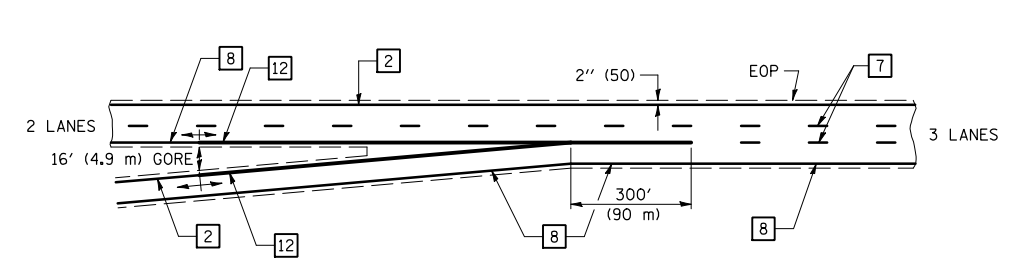
### EXIT RAMP TERMINAL with EXCLUSIVE (auxiliary) LANE



### TYPICAL ENTRANCE RAMP TERMINAL



### ENTRANCE RAMP TERMINAL with EXCLUSIVE LANE



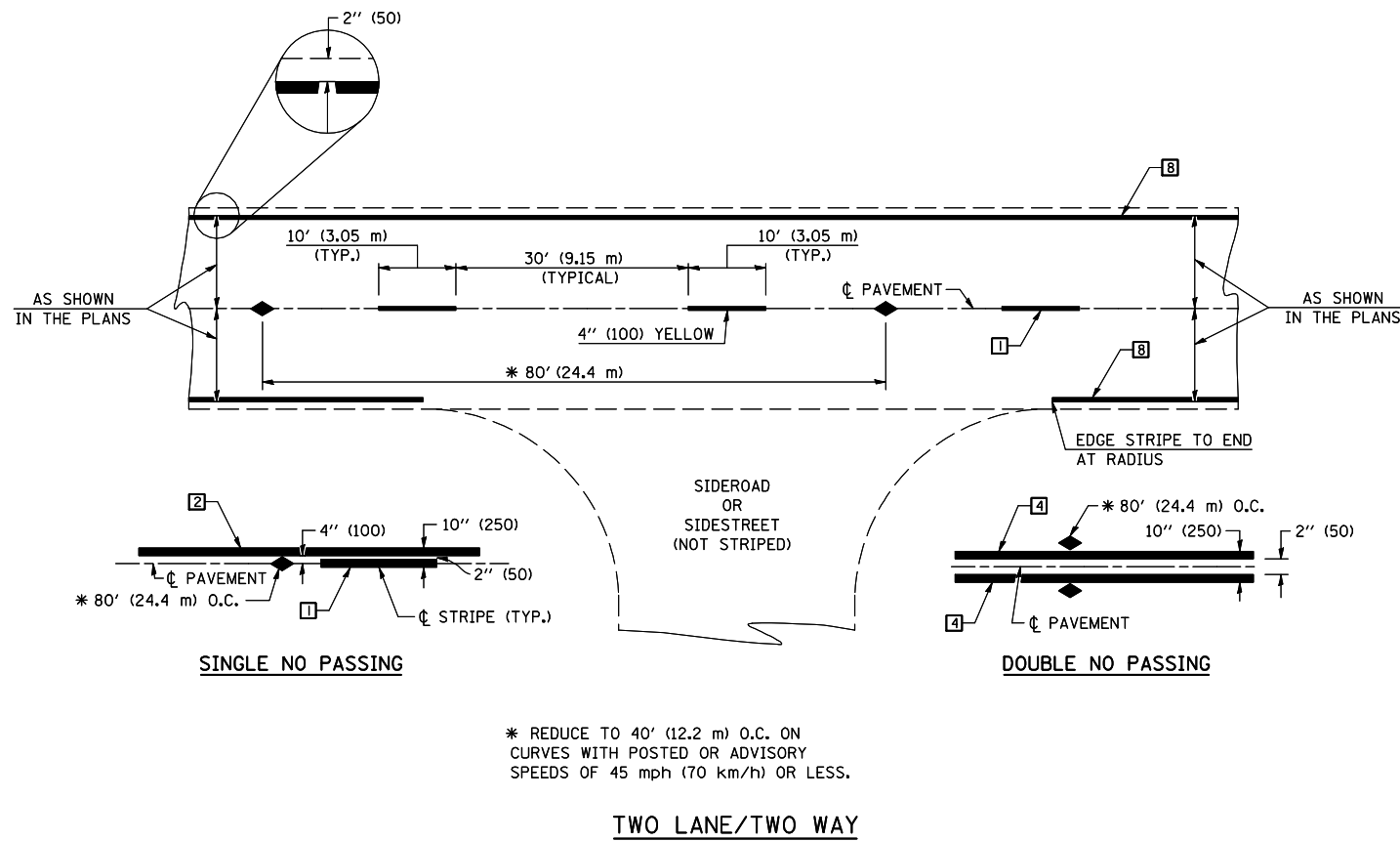
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DATE	REVISIONS	NAME
11/06	REPLACED DETAIL F-5.22	TJB

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PAVEMENT MARKING**  
**(INTERSTATE & MULTI-LANE APPLICATIONS)**  
**DISTRICT 5 DETAIL NO. 7800BBB**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
172			104	101

• 74(10-70)RS-3 & (10-71,73)RS-2  
 •• PIATT & CHAMPAIGN



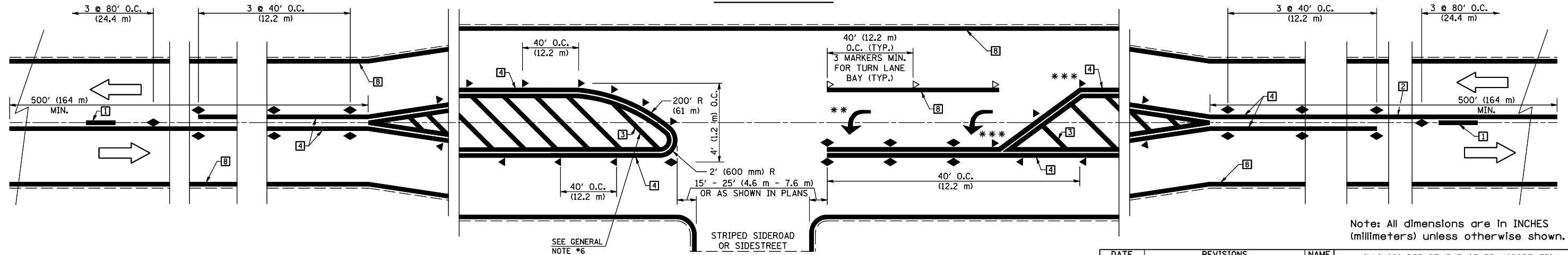
**TYPICAL PAVEMENT MARKING LEGEND**

- 1 4" (100) SKIP-DASH (YELLOW)
  - 2 4" (100) SOLID (YELLOW)
  - 3 12" (300) DIAGONAL (YELLOW)
  - 4 4" (100) DOUBLE YELLOW (NARROW)
  - 5 RESERVED
  - 6 RESERVED
  - 7 4" (100) SKIP-DASH (WHITE)
  - 8 4" (100) SOLID (WHITE)
  - 9 12" (300) DIAGONAL (WHITE)
  - 10 6" (150) SOLID (WHITE)
  - 11 24" (600) STOP BAR (WHITE)
  - 12 8" (200) SOLID (WHITE)
  - 13 4" (100) LANE LINE EXTENSIONS (WHITE)
  - 14 4" (100) PARKING WHITE
- 

**TYPICAL PAVEMENT MARKERS LEGEND**

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

**RURAL LEFT TURN**



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

\*\*\* REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.  
 \*\* TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

DATE	REVISIONS	NAME	ILLINOIS DEPARTMENT OF TRANSPORTATION
11/06	REPLACED DETAIL E-5.25	TJR	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)
			DISTRICT 5 DETAIL NO. 7800AAAA

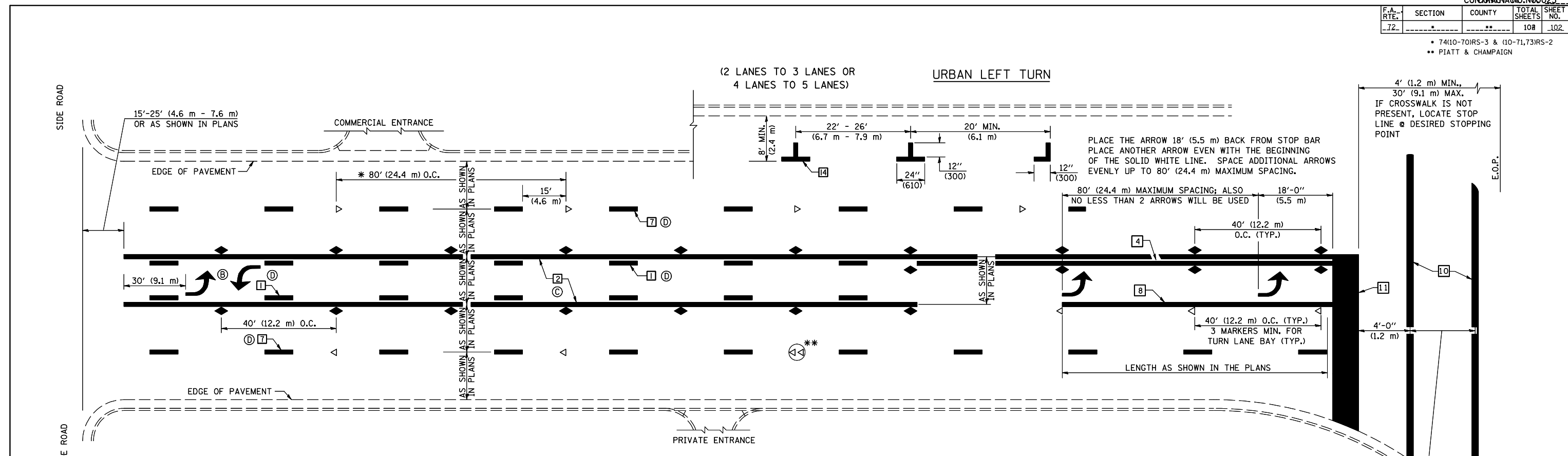
DESIGNER NOTE:

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 PLOT SCALE = 42,3529 / IN.  
 USER NAME = sherer, jm



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-72-			108	102

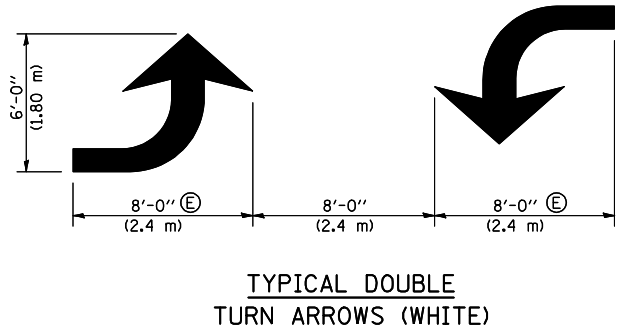
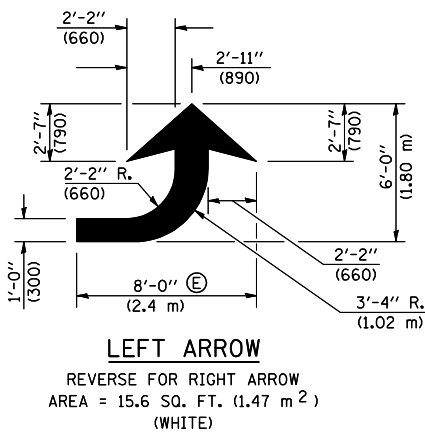
• 74(10-70)RS-3 & (10-71,73)RS-2  
 • PIATT & CHAMPAIGN



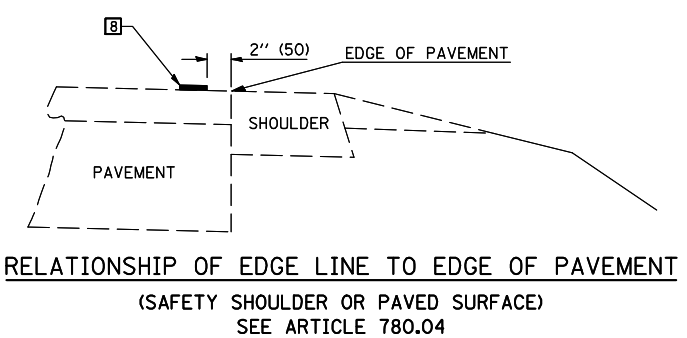
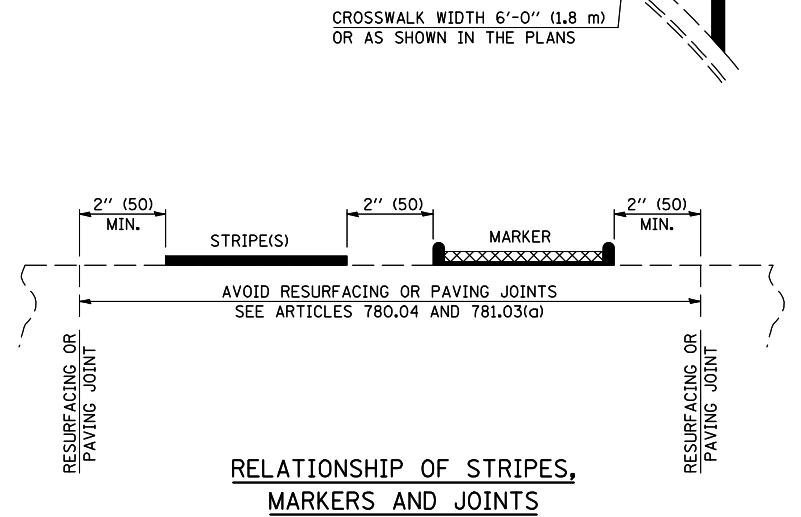
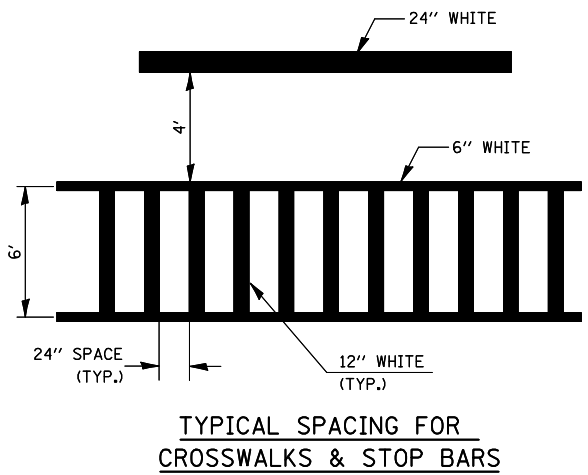
- \* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.
- \*\* DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

**GENERAL NOTES:**

- Ⓐ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- Ⓑ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- Ⓒ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
- Ⓓ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



**BLOOMINGTON-NORMAL CITY LIMITS ONLY**



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DATE	REVISIONS	NAME
11/06	REPLACED DETAIL E-5:25	TJB

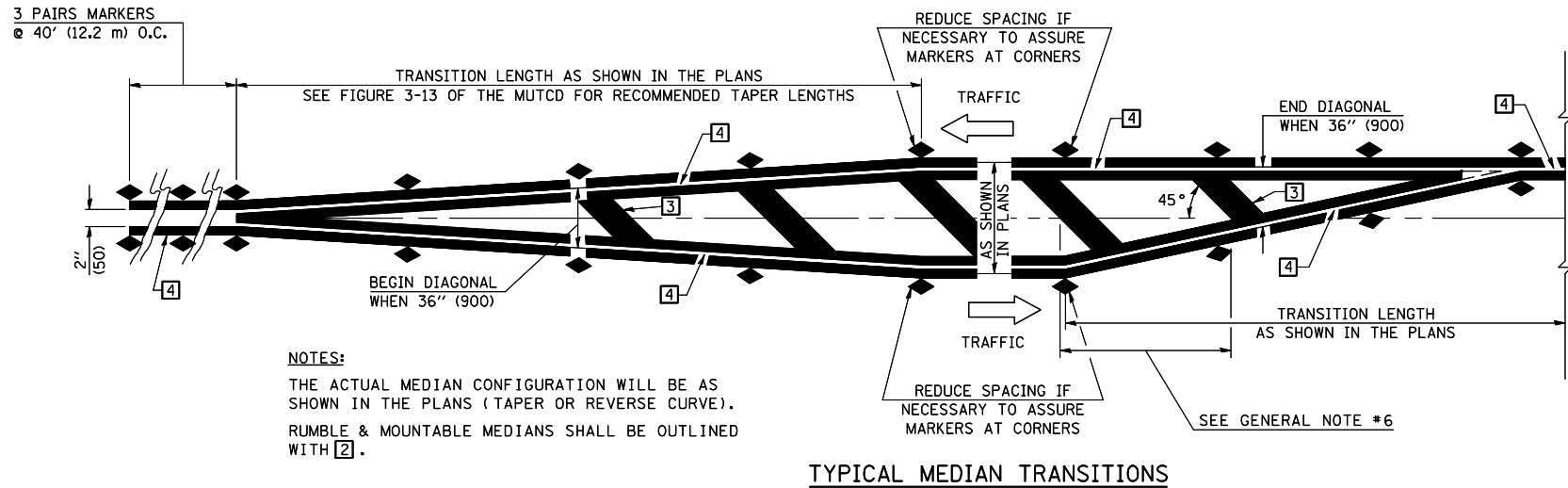
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)**  
**DISTRICT 5 DETAIL NO. 7800AAA**

DESIGNER NOTE:

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72			104	103

• 74(10-70)RS-3 & (10-71,73)RS-2  
 • PIATT & CHAMPAIGN



**NOTES:**  
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).  
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

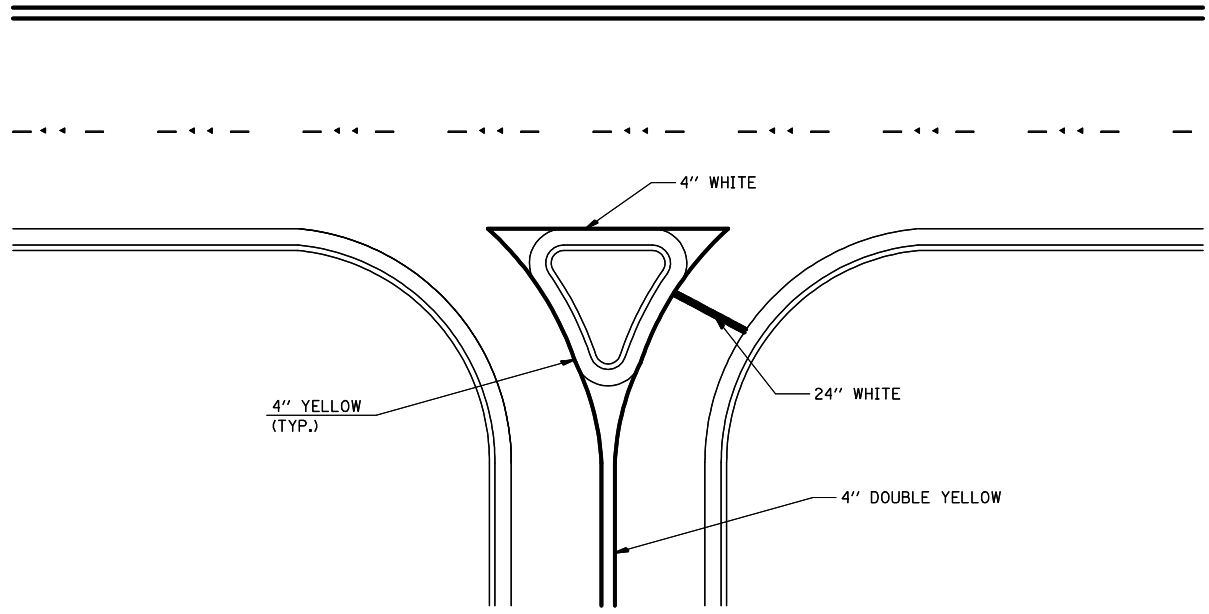
**TYPICAL MEDIAN TRANSITIONS**

**GENERAL NOTES**

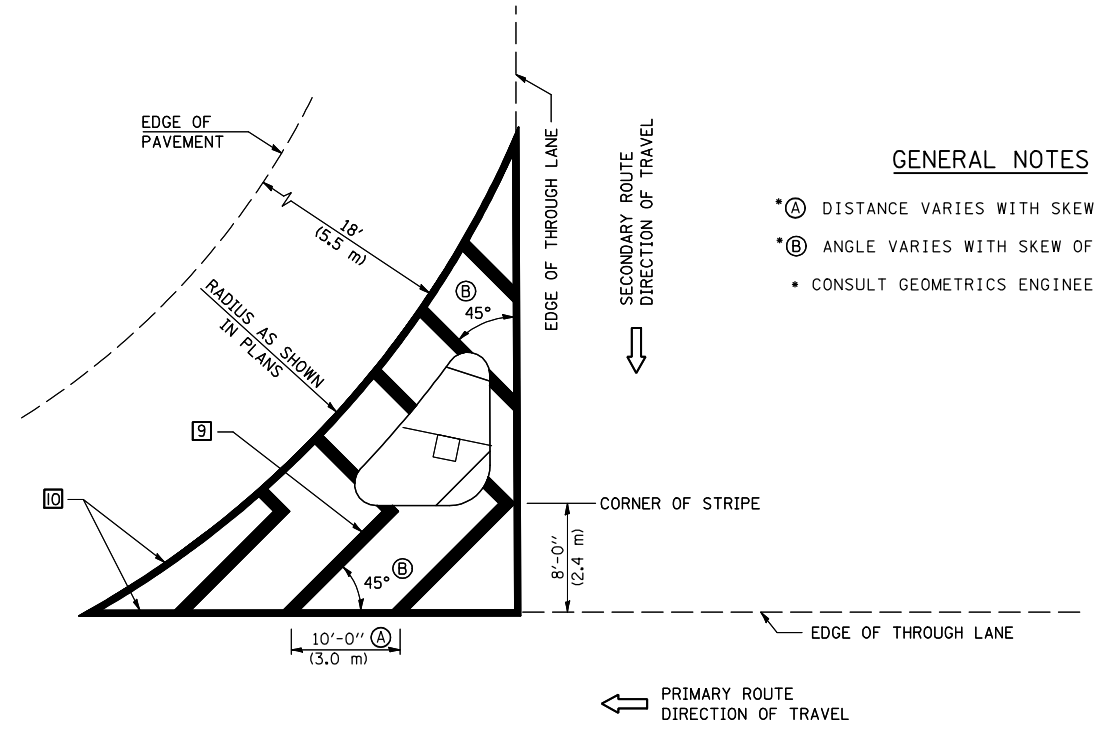
1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,  
 < 30 MPH USE 15' (< 50 km/h USE 4.5 m)  
 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)  
 > 45 MPH USE 30' (> 75 km/h USE 9.0 m)

DESIGNER NOTE:

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 USER NAME = sherer\_jm



**RIGHT IN - RIGHT OUT ACCESS**



**ISLAND**

**GENERAL NOTES**

- (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- (B) ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DATE	REVISIONS	NAME
11/06	REPLACED DETAIL F-5.25	TJR

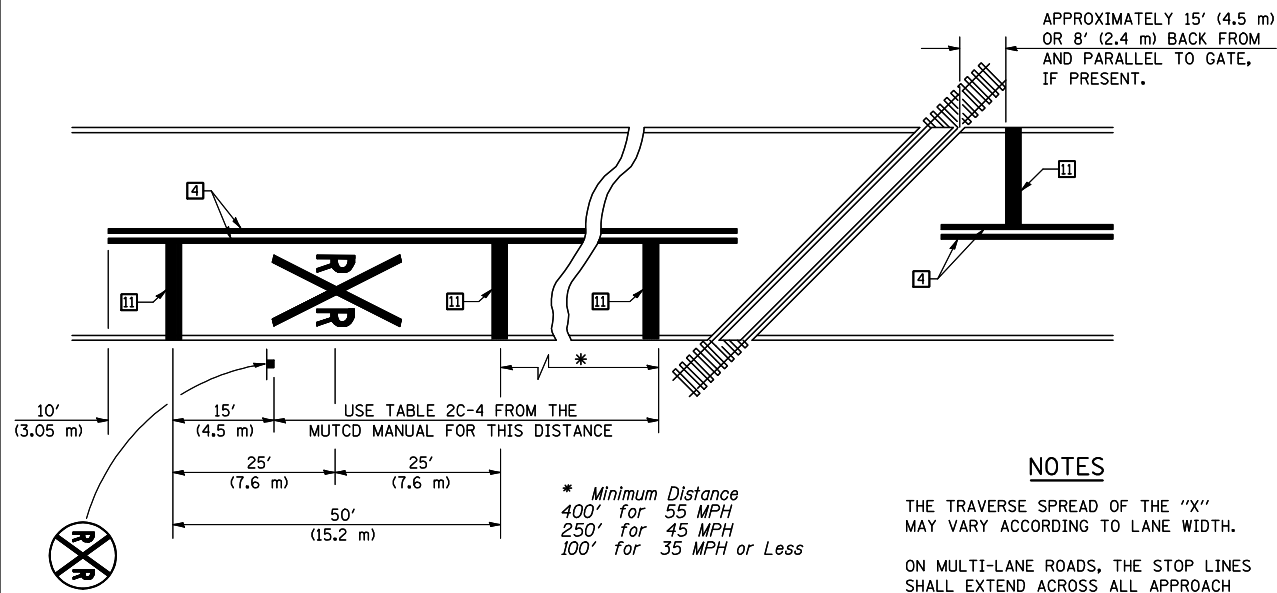
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)**  
**DISTRICT 5 DETAIL NO. 7800AAAA**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
172			104	104

• 74(10-70)RS-3 & (10-71,73)RS-2  
 • PIATT & CHAMPAIGN

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



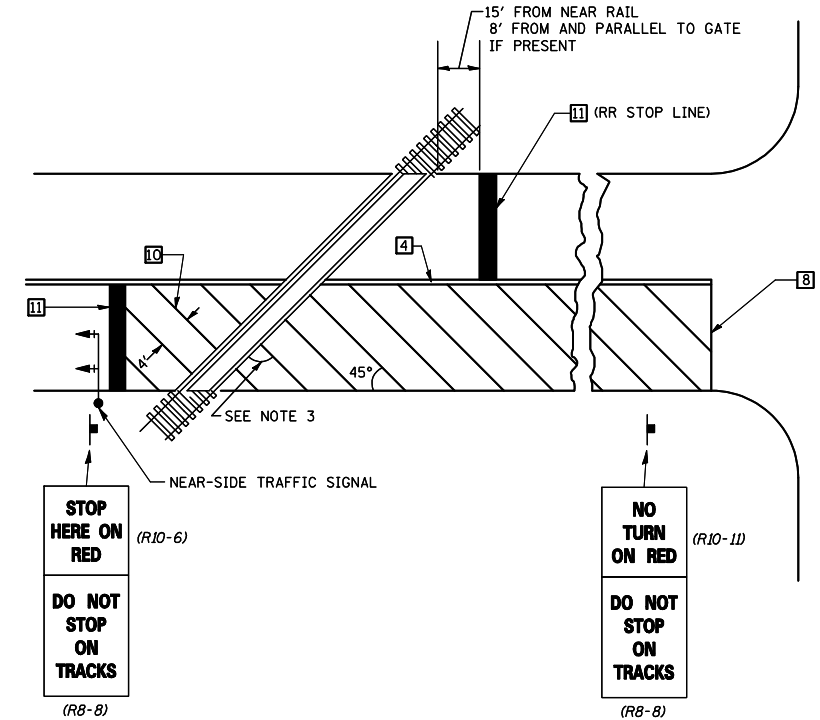
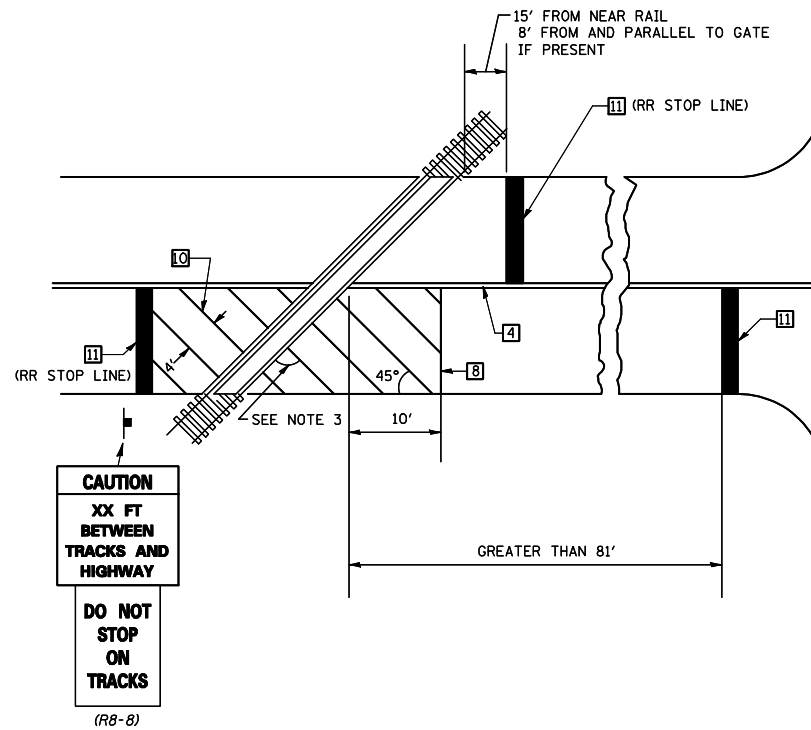
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

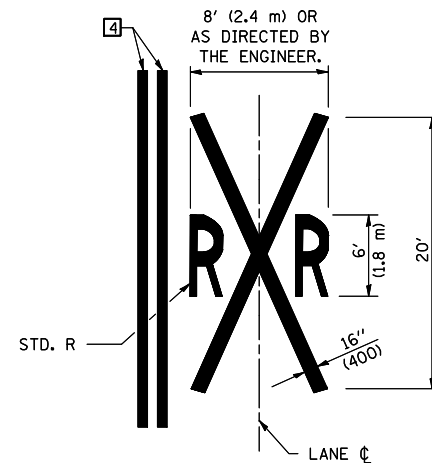


SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.



DATE	REVISIONS	NAME
11/06	REPLACED DETAIL F-5.25	TJB

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

DISTRICT 5 DETAIL NO. 7800AAAA

DESIGNER NOTE:

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