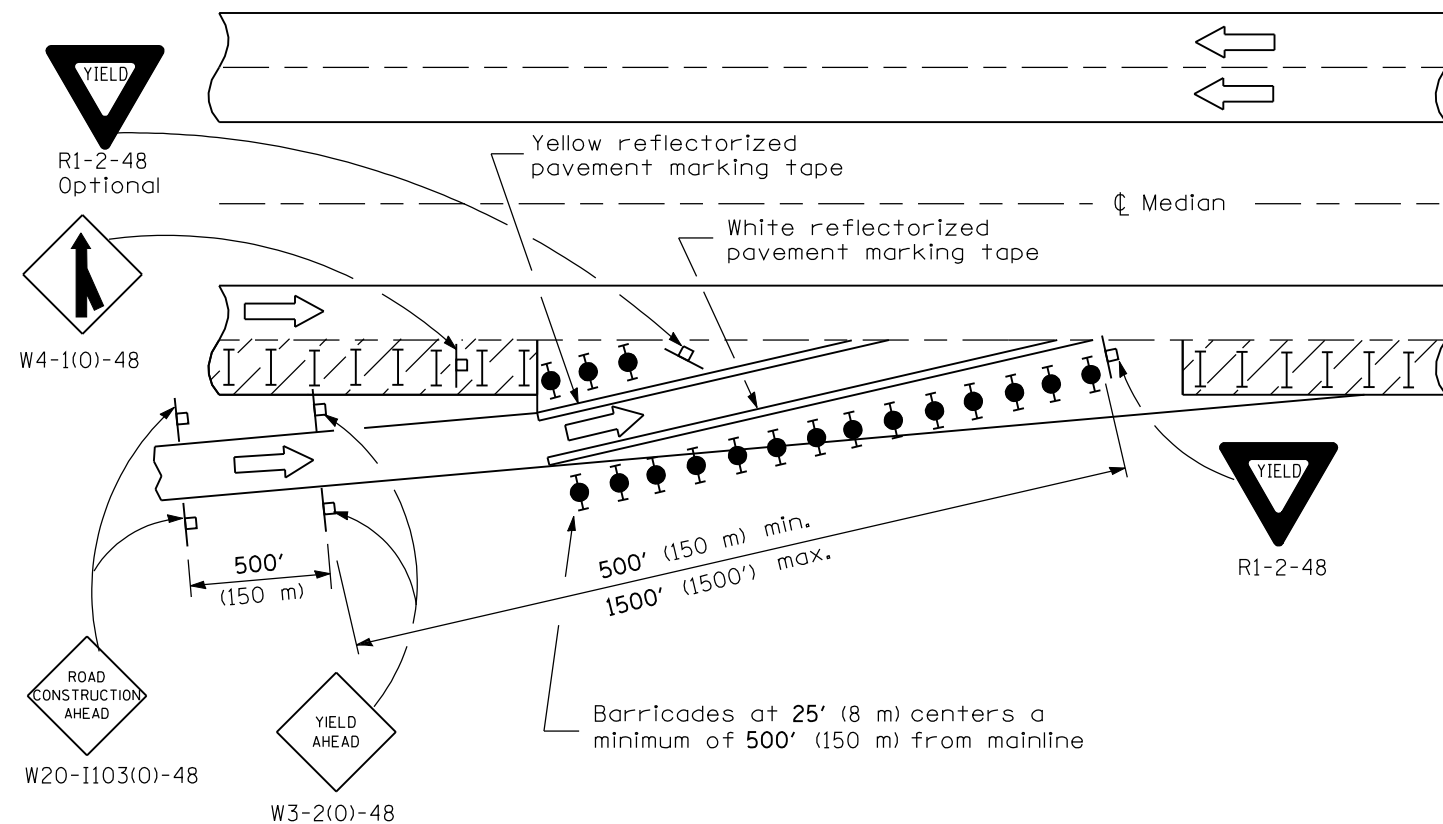


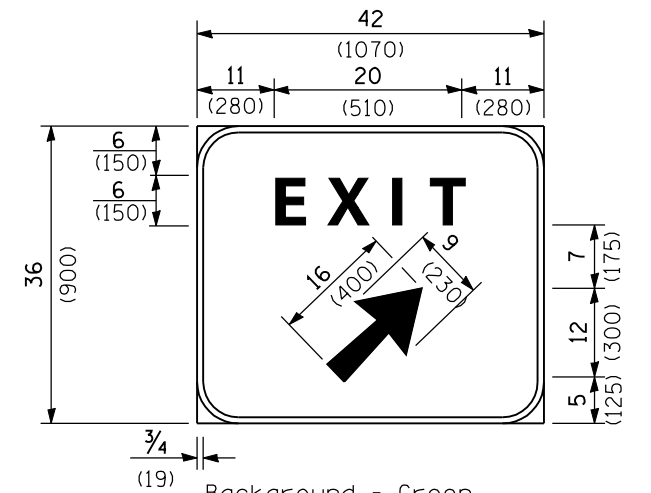
### APPLICATION NO. 1

Application No. 1 depicts a modified entrance ramp. This method shall be utilized whenever existing entrance tapers cannot be retained due to the close proximity of the work zone. The entrance location may be shifted, with the approval of the Engineer, to perform work in the entrance area. Application No. 2 shall be put into effect as soon as possible.



### APPLICATION NO. 2

Application No. 2 depicts a shortening of the normal entrance ramp. This method shall be used whenever the existing geometrics can be retained. Consideration should be given to the entering motorists' line of sight, through, between, or over the delineation devices.



Background - Green  
Border and legend - White  
"D" size letters

### EXIT SIGN - SPECIAL DETAIL A

(To be utilized where distance between the two rows of channelizing devices is 6' (1.8 m) in width.)

### SYMBOLS

- Work area
- Sign
- Type II barricades or drums with steady burning monodirectional light
- Type II barricades or drums
- Drums with steady burning monodirectional light

### GENERAL NOTES

This Standard is used where, at any time any vehicle, equipment, workers or their activities require a lane closure in close proximity of an exit or entrance ramp and supplements other traffic control Standards for lane closures.

These applications also apply when work is being performed in the left lanes and the ramps enter and exit on the left. Under these conditions, the Exit sign arrow and the Side road symbol sign shall be changed.

Cones may be utilized during daylight operations, at one half the spacing or drums/barricades.

Use of these cases limited to 3 days per location.

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.
1-1-08	Revised general notes.

**LANE CLOSURE, MULTILANE,  
AT ENTRANCE OR EXIT RAMP,  
FOR SPEEDS ≥ 45 MPH**  
(Sheet 1 of 2)

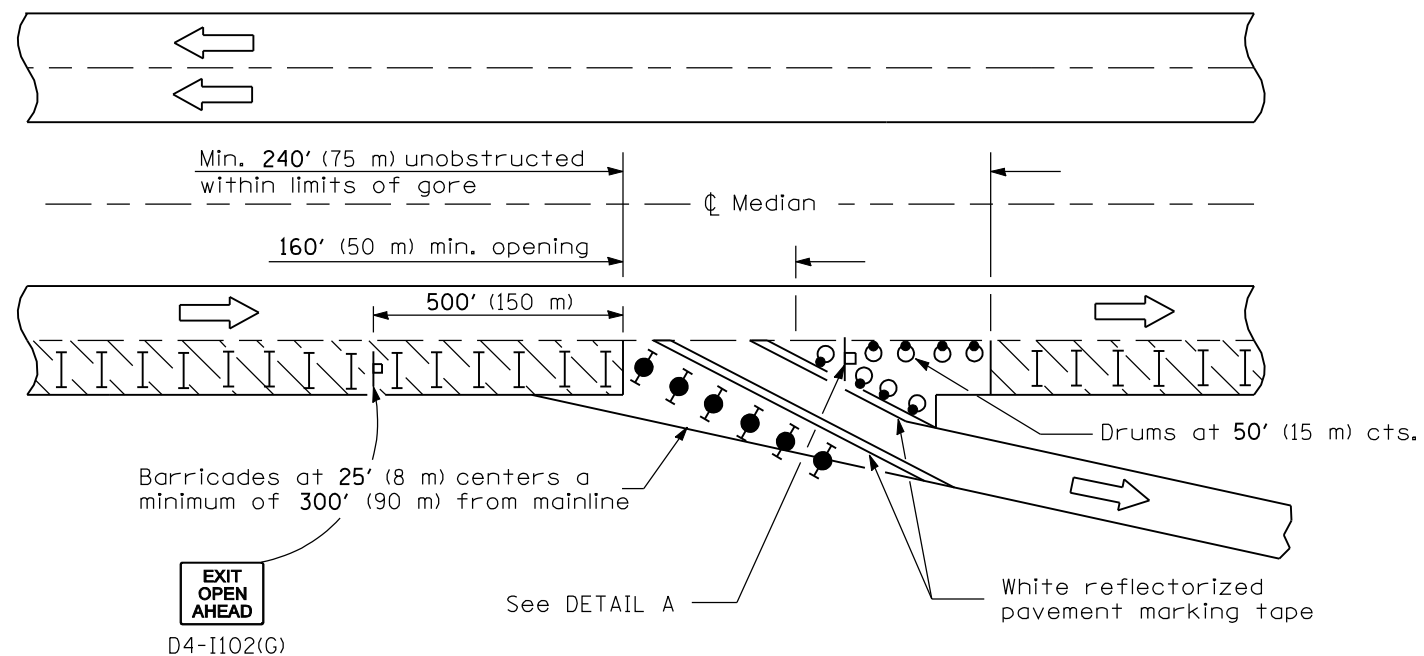
**STANDARD 701411-05**

Illinois Department of Transportation

APPROVED January 1, 2009  
ENGINEER OF OPERATIONS

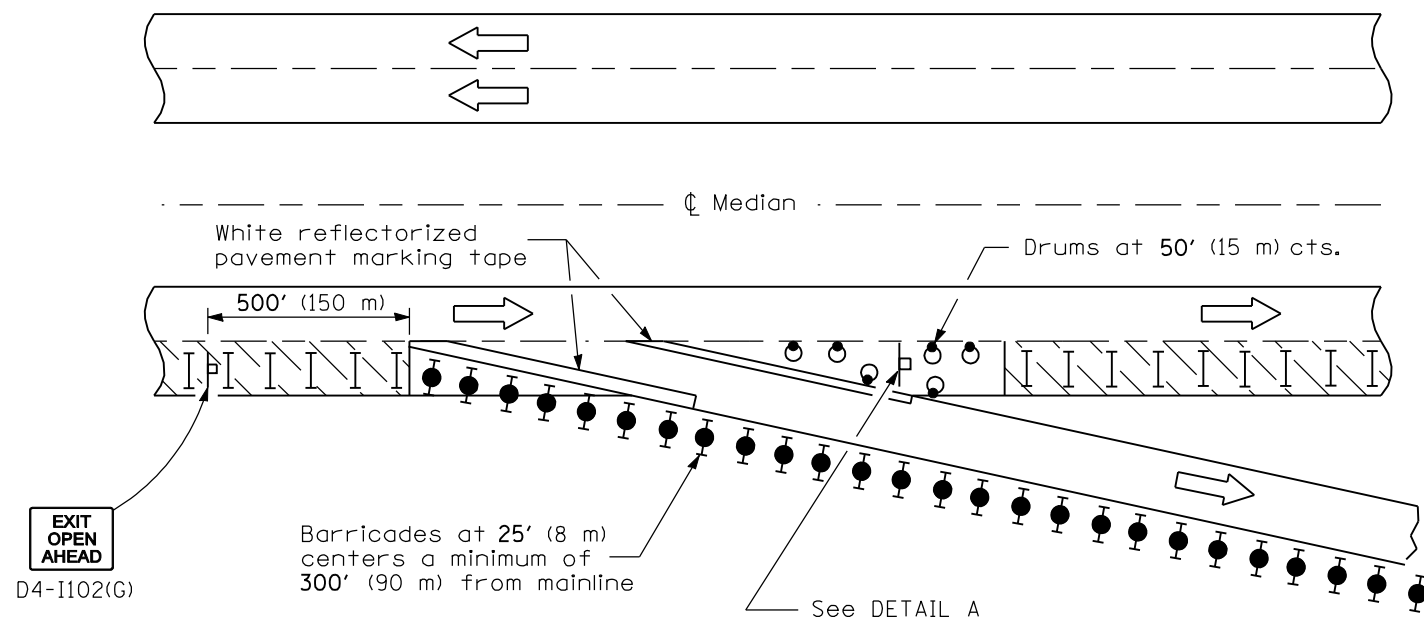
APPROVED January 1, 2009  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



### APPLICATION NO. 3

Application No. 3 depicts a modified exit ramp. The channelizing devices shall provide a clearly defined path for the exiting motorists. The minimum dimensions shown shall be increased as soon as the progress of the work will permit. The open portion of the ramp may be shifted, with the approval of the Engineer, to perform work in stages on the area adjacent to the ramp exit. Application No. 4 shall be put into effect as soon as possible.



### APPLICATION NO. 4

Application No. 4 depicts an extension of the normal exit ramp. This method shall be used whenever existing geometrics can be retained. Consideration should be given to the exiting motorist's line of sight through, between or over the delineation devices.

Illinois Department of Transportation

APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

LANE CLOSURE, MULTILANE,  
 AT ENTRANCE OR EXIT RAMP,  
 FOR SPEEDS  $\geq$  45 MPH

(Sheet 2 of 2)

STANDARD 701411-05