

- LEGEND**
- ① EXISTING AGGREGATE BASE COURSE, ±4"
 - ② EXISTING CONCRETE PAVEMENT, 10"-13"
 - ③ EXISTING HOT-MIX ASPHALT SURFACE, ±3"
 - ④ EXISTING PAVED SHOULDER, 8"-13"
 - ⑤ EXISTING AGGREGATE SHOULDER, 6"
 - ⑥ EXISTING CURB AND GUTTER
 - ⑦ PCC PAVEMENT 10 1/4" (JOINTED)
 - ⑧ HOT-MIX ASPHALT BINDER COURSE, IL19 N90, 1 1/2"
 - ⑨ NOT USED
 - ⑩ COMBINATION CONCRETE CURB AND GUTTER
 - ⑪ CONCRETE MEDIAN SURFACE, 4"
 - ⑫ HOT-MIX ASPHALT SHOULDERS 8"
 - ⑬ AGGREGATE SHOULDERS, TYPE A 6"
 - ⑭ DITCH
 - ⑮ HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH)
 - ⑯ PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"
 - ⑰ STABILIZED SUB-BASE 4"
 - ⑱ LIME MODIFIED SOIL, 12"
 - ⑲ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX E, N90, 1 1/2"
 - ⑳ LEVELING BINDER (MACHINE METHOD), N90, 1"
 - ㉑ TIE BAR
 - ㉒ STRIP REFLECTIVE CRACK CONTROL
 - ㉓ PIPE UNDERDRAINS, 4"
 - ㉔ AGGREGATE BASE COURSE, TYPE A, 12"
 - ㉕ LONGITUDINAL SAWED JOINT #6 TIE BARS @ 30" LONG, 24" C.C. EPOXY COATED, DEFORMED INCLUDED IN JOINTED PAVEMENT 10 1/4".
 - ㉖ LONGITUDINAL CONSTRUCTION JOINT #8 TIE BARS @ 24" LONG, 24" C.C. EPOXY COATED, DEFORMED INCLUDED IN JOINTED PAVEMENT 10 1/4".
 - ㉗ AGGREGATE BASE COURSE, TYPE A, VARIABLE DEPTH

- NOTES:**
1. SEE STRUCTURAL PLANS FOR MSE RETAINING WALL DETAILS.
 2. SEE PROPOSED PLANS FOR MSE RETAINING WALL LOCATIONS.

RAMPS:

STRUCTURAL DESIGN TRAFFIC:	Year: 2016
PV = 4740	SU= 706 MU= 1404
ROAD/STREET CLASSIFICATION:	Class I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 100	S = 100 M = 100
TRAFFIC FACTOR:	Actual TF = 21.60 AC Type = N/A
	Minimum TF = 11.17
PG GRADE:	Binder = N/A Surface = N/A
SUBGRADE SUPPORT RATING:	SSR = POOR

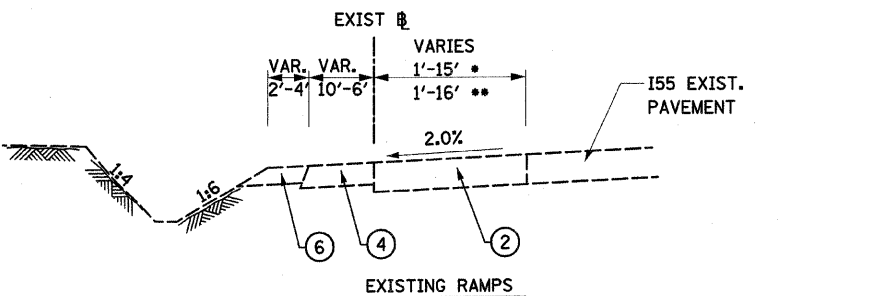
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**EXISTING AND PROPOSED
 TYPICAL SECTIONS-RAMPS**

FAI ROUTE 70
 SECTION 60-10K-1, 60-10HB
 MADISON COUNTY

DRAWN BY: GRH

PLOT DATE: *DATE-TIME*

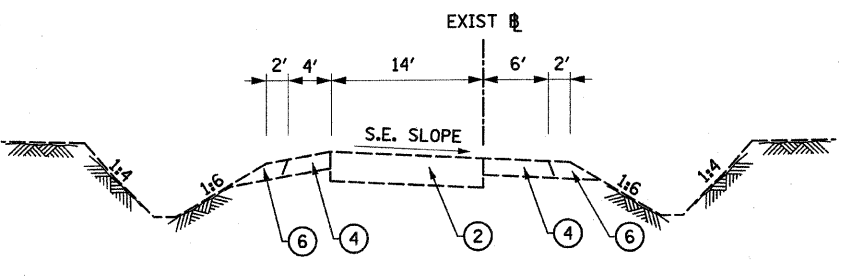


EXISTING RAMP A
 STA. 0+00.00 TO STA. 2+85.22 •

EXISTING RAMP B
 STA. 12+48.61 TO STA. 19+98.54 ••

EXISTING RAMP C
 STA. 0+00.00 TO STA. 2+85.22 •

EXISTING RAMP D
 STA. 12+64.15 TO STA. 20+14.08 ••

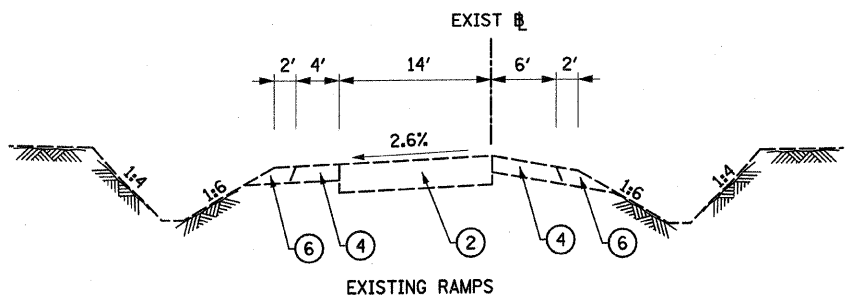


EXISTING RAMP A
 STA. 6+72.59 TO STA. 16+24.00

EXISTING RAMP B
 STA. 4+14.02 TO STA. 9+24.68

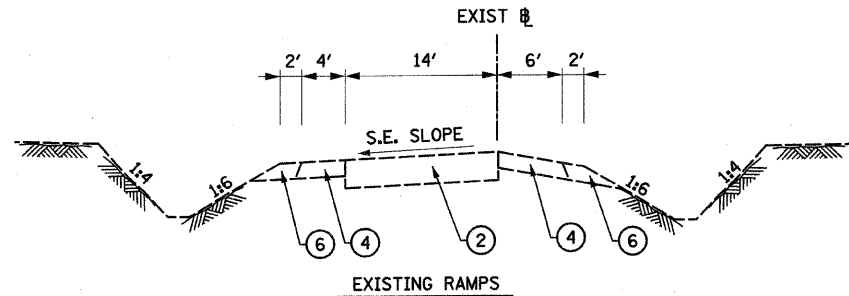
EXISTING RAMP C
 STA. 6+72.59 TO STA. 16+55.00

EXISTING RAMP D
 STA. 3+57.33 TO STA. 9+40.22



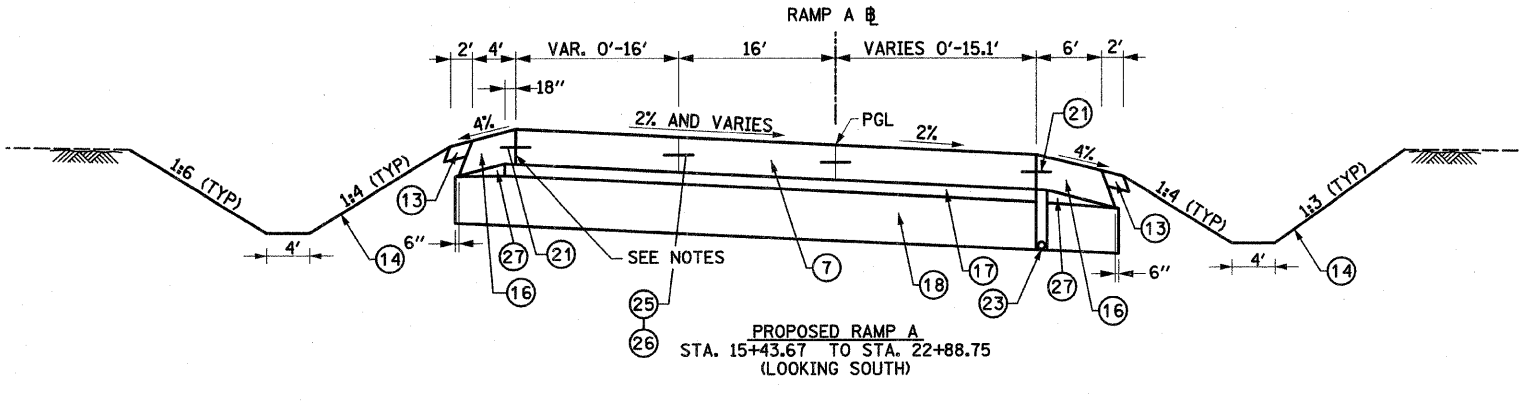
EXISTING RAMP A
 STA. 16+24.00 TO STA. 17+20.00

EXISTING RAMP B
 STA. 0+42.00 TO STA. 4+14.02

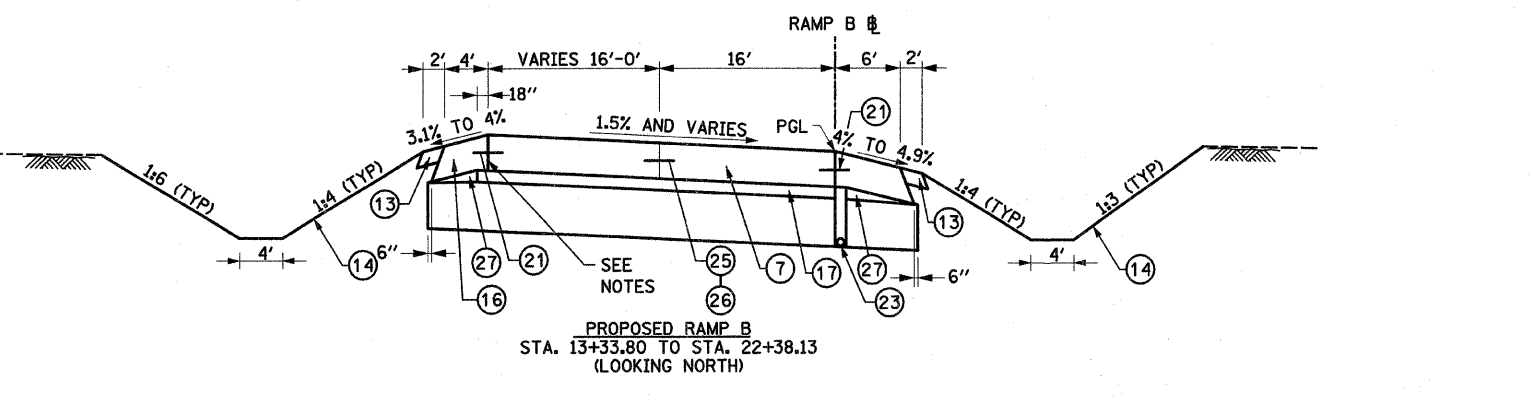


EXISTING RAMP C
 STA. 16+55.00 TO STA. 17+50.00

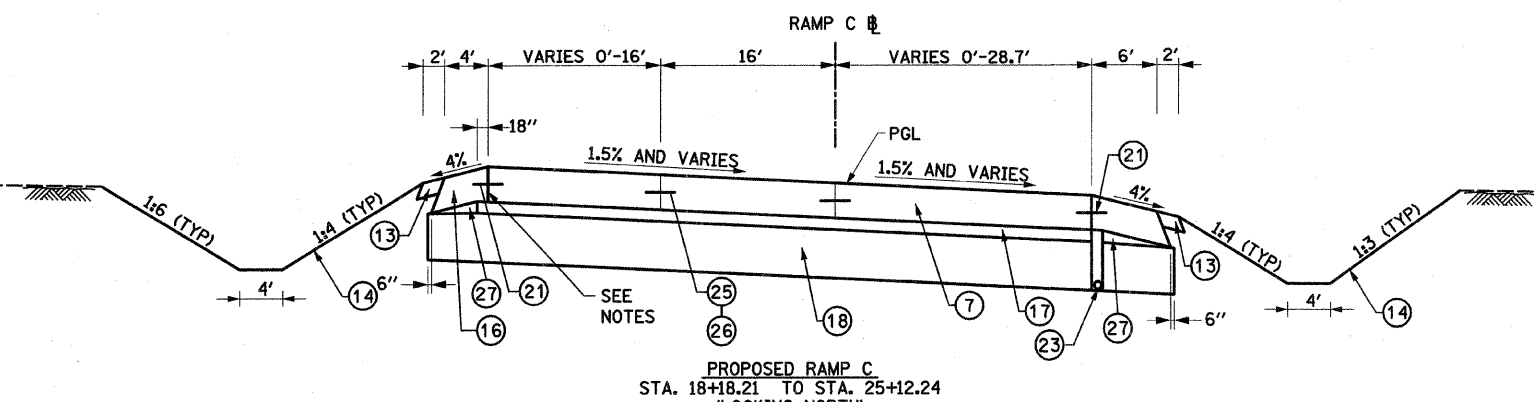
EXISTING RAMP D
 STA. 0+41.00 TO STA. 3+57.33



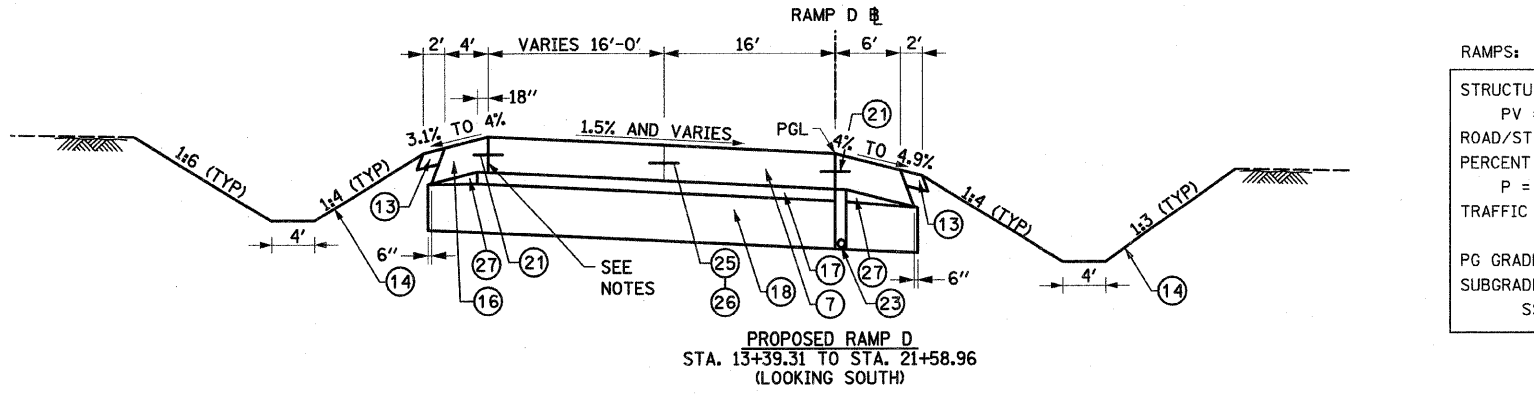
PROPOSED RAMP A
 STA. 15+43.67 TO STA. 22+88.75
 (LOOKING SOUTH)



PROPOSED RAMP B
 STA. 13+33.80 TO STA. 22+38.13
 (LOOKING NORTH)



PROPOSED RAMP C
 STA. 18+18.21 TO STA. 25+12.24
 (LOOKING NORTH)



PROPOSED RAMP D
 STA. 13+39.31 TO STA. 21+58.96
 (LOOKING SOUTH)

DATE: _____
 BY: _____
 CHECKED: _____
 SUPERVISOR: _____
 ENGINEER: _____
 DRAWN BY: _____