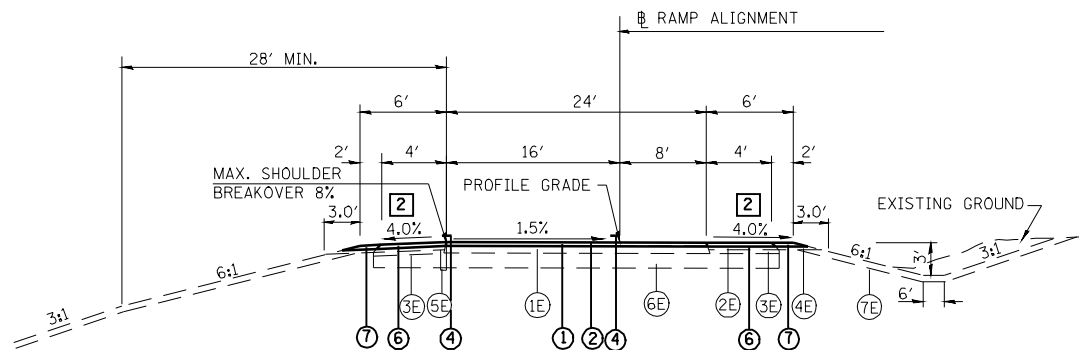
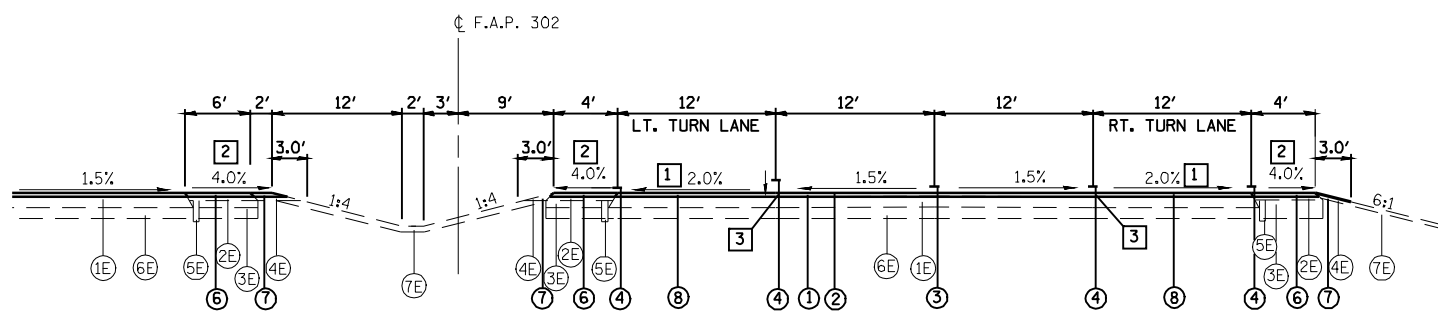


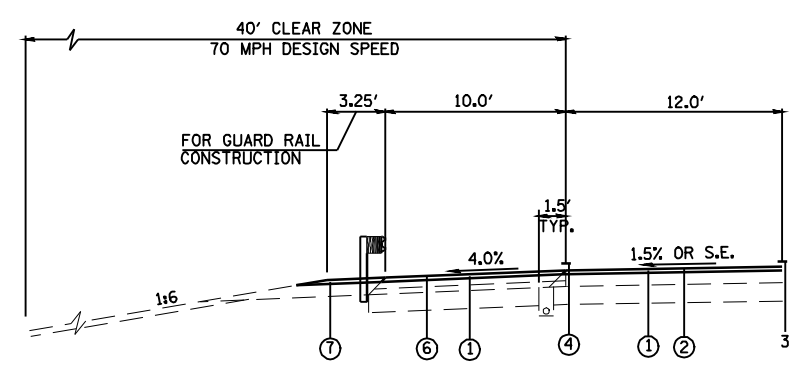
TYPICAL RAMP PAVEMENT
NO SCALE
U.S. RTE. 24 RAMP "B" & "C"
IL. RTE. 61 RAMP "C"



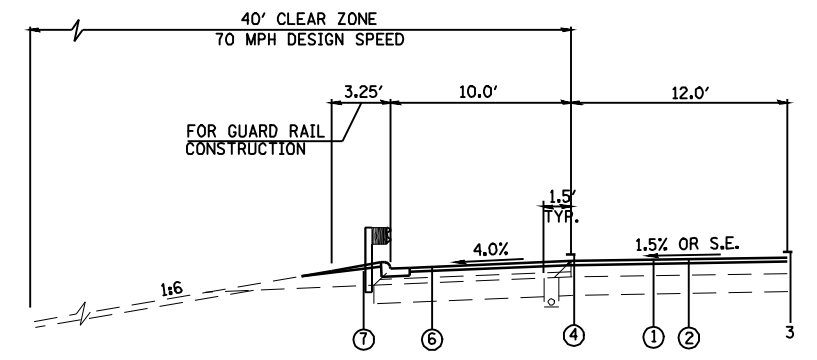
IL. RTE. 61 RAMP D
NO SCALE
RAMP "D" STA. 0+45.97 TO STA. 26+20.15
NOTE: ADJUST TYPICAL FOR S.E. LOCATIONS



MEDIAN SECTION AT TURN LANES
NO SCALE



SHOULDER SECTION WITH GUARDRAIL
NO SCALE
U.S. 24
STA. 249+51.77 TO STA. 4+14.16 S.B. LT.
STA. 249+63.94 TO STA. 3+88.19 S.B. RT.
ROCK CREEK
STA. 103+55.08 TO STA. 105+89.34 N.B. RT.
STA. 103+22.27 TO STA. 105+89.34 N.B. LT.



SHOULDER SECTION WITH C&G AND GUARDRAIL
NO SCALE
ROCK CREEK
STA. 108+89.34 TO STA. 111+49.41 S.B. LT.
STA. 108+89.34 TO STA. 118.64.79 S.B. RT.
STA. 108+89.34 TO STA. 116+05.00 N.B. RT.

- LEGEND
- ① PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2"
 - ② PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
 - ③ PROPOSED PREFORMED PLASTIC PAVEMENT MARKING, TYPE B-INLAID-5"
 - ④ PROPOSED URETHANE PAVEMENT MARKING - 5"
 - ⑤ (NOT USED)
 - ⑥ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2" & VARIES (RUMBLE STRIPS CONSTRUCTED PER STANDARD 642001)
 - ⑦ PROPOSED AGGREGATE SHOULDERS, TYPE B (WEDGE)
 - ⑧ PROPOSED INCIDENTAL HOT MIX ASPHALT SURF. 2"
- EXISTING SECTION
- ①E EXISTING HMA PAVEMENT (FULL DEPTH), TYPE 1, 13 1/2" (INCLUDES HMA SURFACE COURSE, MIXTURE D, CLASS 1, TYPE 1, 1 1/2" & BITUMINOUS CONCRETE BINDER COURSE, MIXTURE B, TYPE 1, 12"
 - ②E EXISTING HMA SHOULDERS 8"
 - ③E EXISTING SUB-BASE GRANULAR MATERIAL, TYPE C, 5 1/2"
 - ④E EXISTING AGGREGATE SHOULDER, TYPE B
 - ⑤E EXISTING PIPE UNDERDRAINS 4" (STD. 2327)
 - ⑥E EXISTING 12" LIME MODIFIED SOIL
 - ⑦E EXISTING TOPSOIL, 4"

- ① USE ADJACENT S.E. IN WIDTH TAPER AREA. ADJUST FROM ADJACENT S.E. TO 2% THROUGH THE LENGTH OF THE DECELERATION LANE.
- ② WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SHALL BE SLOPED AT 4% WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8%.
- ③ THE MAX BREAKOVER ON LT&RT TURN LANES ON HIGH SIDE OF SE IS 4.0%.