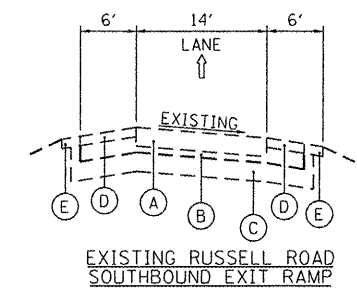
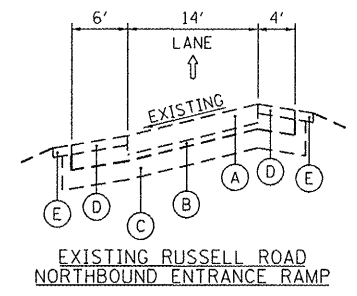
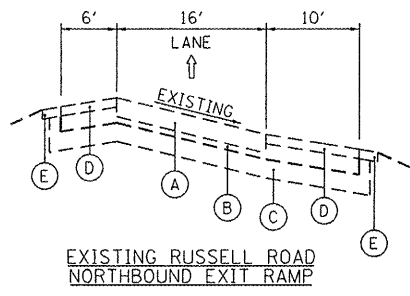
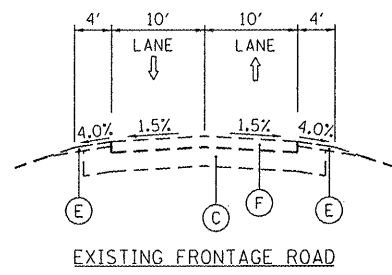
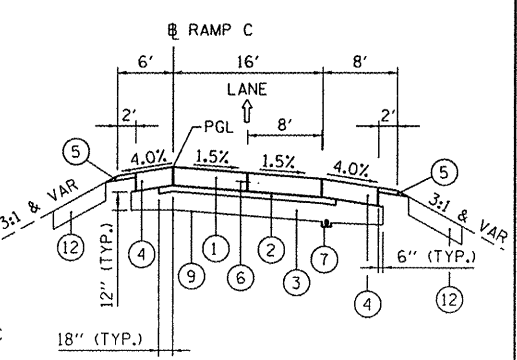
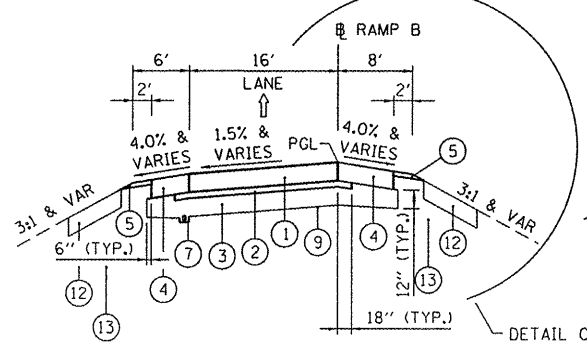
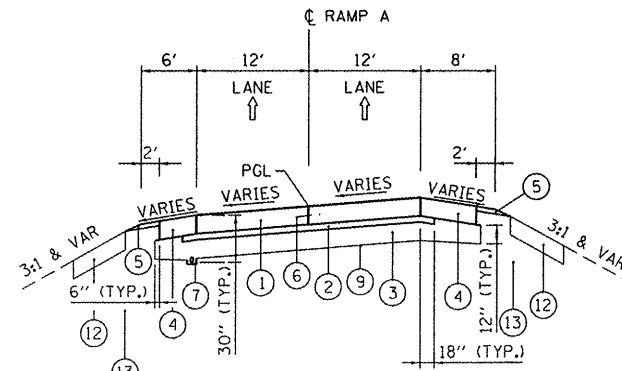
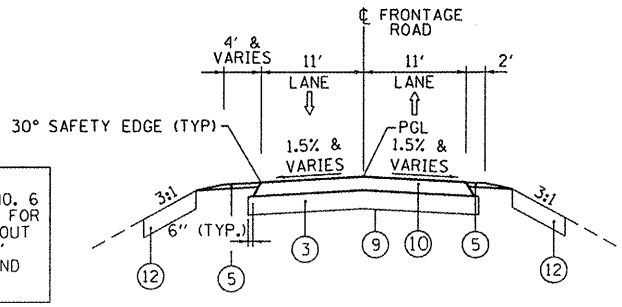


- EXISTING LEGEND**
- (A) EXISTING P.C.C. PAVEMENT, 10"
  - (B) EXISTING STABILIZED SUB-BASE, 4"
  - (C) EXISTING AGGREGATE SUB-GRADE, 12"
  - (D) EXISTING BITUMINOUS CONCRETE SHOULDER, 3"
  - (E) EXISTING AGGREGATE SHOULDER (TYPICAL)
  - (F) EXISTING AGGREGATE BASE COURSE WITH BITUMINOUS SURFACE TREATMENT, 7"



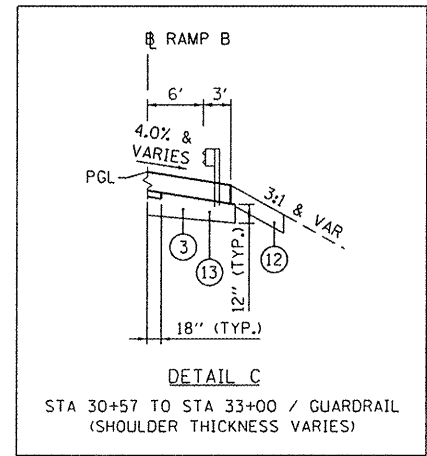
**EXISTING CONDITIONS**

- PROPOSED LEGEND**
- (1) P.C.C. PAVEMENT, 12" (JOINTED)
  - (2) STABILIZED SUB-BASE - HOT-MIX ASPHALT 4 1/2"
  - (3) AGGREGATE SUB-GRADE IMPROVEMENT, 12"
  - (4) PORTLAND CEMENT CONCRETE SHOULDERS, 12"
  - (5) AGGREGATE SHOULDERS, 6" TYPE B
  - (6) LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE PAVEMENT, 12" (JOINTED))
  - (7) PIPE UNDERDRAIN, 4"
  - (8) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
  - (9) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
  - (10) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9" 2" HMA SURFACE COURSE, MIX "D", N70 - 7" HMA BINDER COURSE, IL 19.0, N70
  - (11) HOT-MIX ASPHALT STABILIZATION 6' AT STEEL PLATE BEAM GUARDRAIL
  - (12) TOPSOIL EXCAVATION AND PLACEMENT (1')
  - (13) POROUS GRANULAR EMBANKMENT, SUBGRADE \*\*



NOTE: PLACE TIE BARS BETWEEN THE P.C.C. PAVEMENT, 12" (JOINTED) AND THE PORTLAND CEMENT CONCRETE SHOULDERS, 12" AS FOLLOWS:

LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SHOULDERS, 12")



**PROPOSED CONDITIONS**

**FRONTAGE ROAD - STRUCTURAL PAVEMENT DESIGN BLOCK**

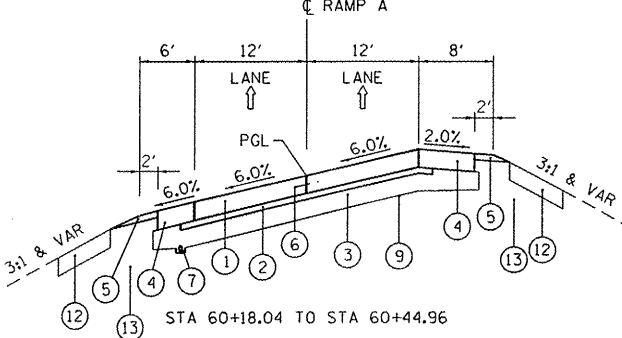
STRUCTURAL DESIGN TRAFFIC:	YEAR 2021
PV=	SU=
ROAD/STREET CLASSIFICATION:	CLASS
P= 50%	S= 50%
M= 50%	
TRAFFIC FACTOR:	ACTUAL TF= 2.3 AC TYPE= N/A
	MINIMUM TF= NONE
SUBGRADE SUPPORT RATING:	SSR= POOR

STA 75+41.50 TO STA 76+48.88  
SUPER ELEVATED LEFT -4.6% FROM STA 76+48.88 TO 78+83.09  
STA 78+83.09 TO STA 79+84.72

\* PAVEMENT TAPERS FROM 20' TO 22' FROM STA 71+75.50 TO 72+36.50

\*\* POROUS GRANULAR EMBANKMENT, SUBGRADE TO BE USED AS EMBANKMENT ON RAMPS A AND B TO MEET STAGING REQUIREMENTS.

STA 55+13.25 TO STA 56+94.24



STA 32+57.72 TO STA 34+54.08

**I-94 RAMPS - STRUCTURAL PAVEMENT DESIGN BLOCK**

STRUCTURAL DESIGN TRAFFIC:	YEAR 2021
PV= 2,663	SU= 380
ROAD/STREET CLASSIFICATION:	CLASS I
P= 50%	S= 50%
M= 50%	
TRAFFIC FACTOR:	ACTUAL TF= 5.85 AC TYPE= N/A
	MINIMUM TF= 11.17
SUBGRADE SUPPORT RATING:	SSR= POOR

NOTE: THE RAMPS ON THIS PROJECT WERE DESIGNED TO MATCH THE MAINLINE PAVEMENT.

BOWMAN, BARRETT & ASSOCIATES INC.  
CONSULTING ENGINEERS  
Chicago, Illinois  
312.228.0100  
www.bbandainc.com

FILE NAME = #FILES#	USER NAME = default	DESIGNED - JGR	REVISED - 4/16/12 RGR
		DRAWN - JGR	REVISED -
		CHECKED - RGR	REVISED -
		DATE - 03/09/2012	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET NO. 4 OF 4 SHEETS	STA. TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	49-1(HB & HB-1)R	LAKE	225	10
CONTRACT NO. 60L76			ILLINOIS FED. AID PROJECT	

S:\100\05-CAD\60L76-Russell\Road\60L76-Sheets\0160L76-Ramp-typral.dgn