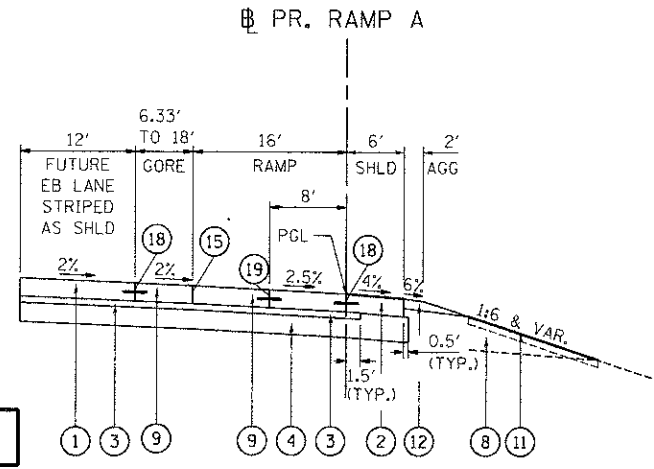
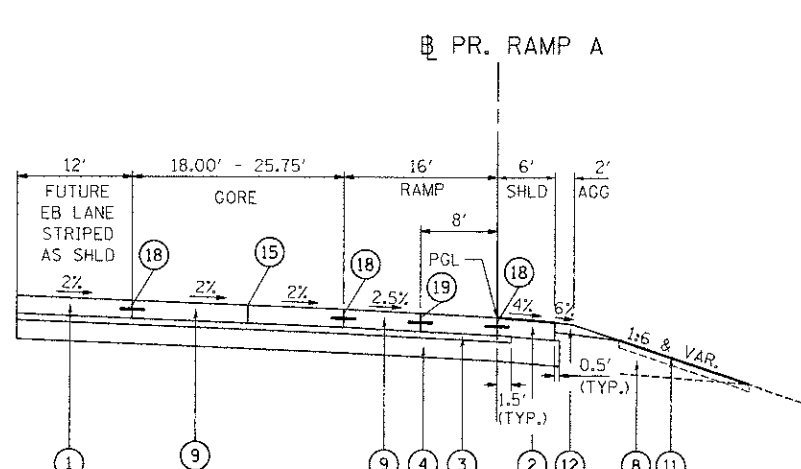


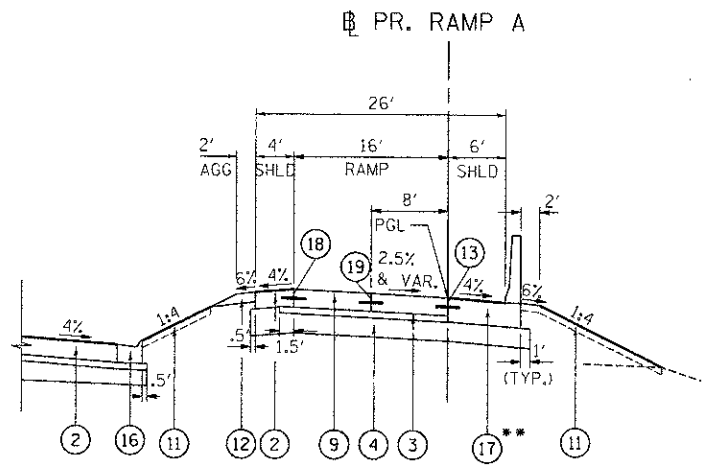
K PROPOSED RAMP A TYPICAL SECTION
STA. 11+72.03 TO STA. 13+19.60



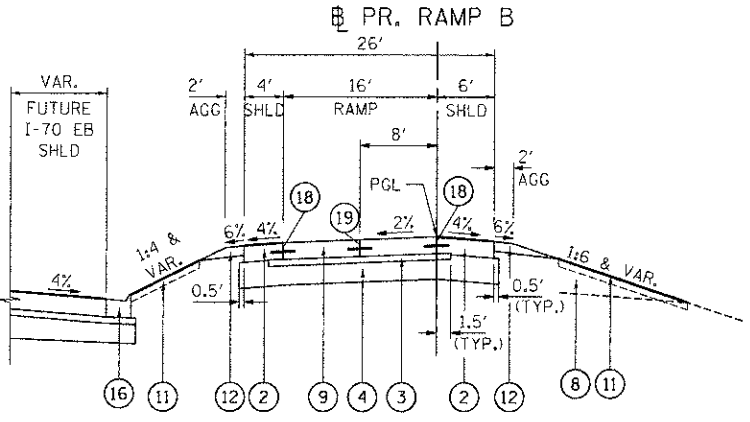
L PROPOSED RAMP A TYPICAL SECTION
STA. 13+19.60 TO STA. 14+86.85



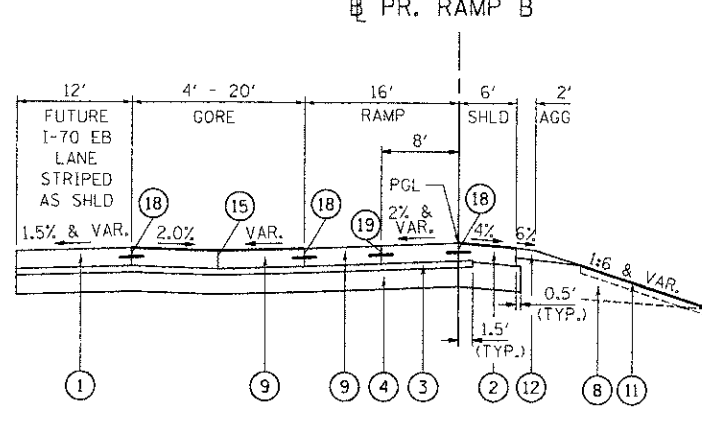
M PROPOSED RAMP A TYPICAL SECTION
STA. 14+86.85 TO STA. 15+98.18



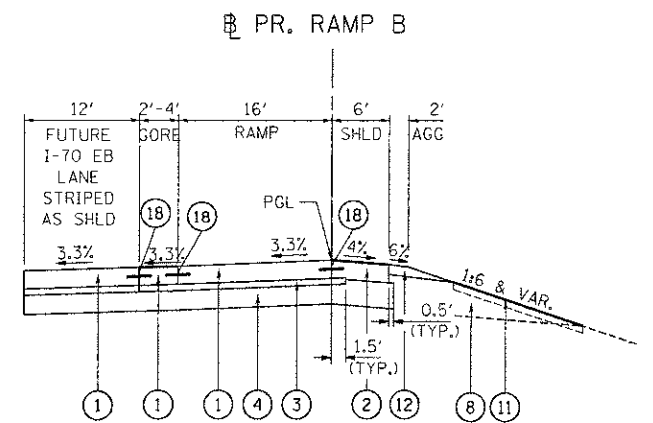
N PROPOSED RAMP A TYPICAL SECTION
STA. 15+98.18 TO STA. 17+25
S.E. TRANSITION 16+50.00 (+2.5%)
TO 18+00.00 (-2.0%)
CONTRACT LIMITS AT 17+25
**BEGINS AT STA. 15+25



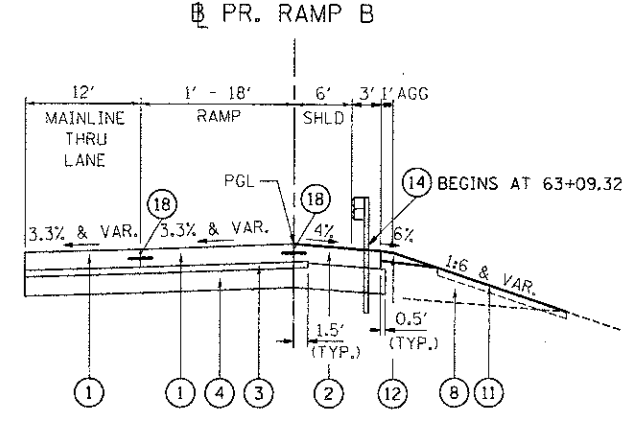
O PROPOSED RAMP B TYPICAL SECTION
STA. 58+14.00 TO STA. 59+23.21



P PROPOSED RAMP B TYPICAL SECTION
STA. 59+23.21 TO STA. 62+40.04



Q PROPOSED RAMP B TYPICAL SECTION
STA. 62+40.04 TO STA. 63+40.27



R PROPOSED RAMP B TYPICAL SECTION
STA. 63+40.27 TO STA. 71+93.79
RAMP SUPERELEVATION MATCHES
MAINLINE S.E. OF THIRD THRU LANE
STA. 69+12.73 TO STA. 71+93.79 BY OTHERS

RAMP A		
STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV = 9,221	SU = NA	MU = 1,025
ROAD/STREET CLASSIFICATION:	CLASS	1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P	100%
	S	NA
	M	100%
TRAFFIC FACTOR	ACTUAL TF = 14.30	AC TYPE = 20
	MINIMUM TF = 6.70	
PG GRADE:	BINDER = NA	SURFACE = NA
SUBGRADE SUPPORT RATING:	SSR = POOR	

RAMP B		
STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV = 4,595	SU = NA	MU = 511
ROAD/STREET CLASSIFICATION:	CLASS	1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P	100%
	S	NA
	M	100%
TRAFFIC FACTOR	ACTUAL TF = 7.13	AC TYPE = 20
	MINIMUM TF = 6.70	
PG GRADE:	BINDER = NA	SURFACE = NA
SUBGRADE SUPPORT RATING:	SSR = POOR	

- PROPOSED LEGEND**
- 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4"
 - 2 PORTLAND CEMENT CONCRETE SHOULDERS 11 1/4"
 - 3 STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
 - 4 AGGREGATE SUBGRADE IMPROVEMENT 12"
 - 5 CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
 - 6 CONCRETE BARRIER BASE (SEE ROADWAY DETAILS FOR TIE BAR AND JOINT DETAILS)
 - 7 CONCRETE SHOULDER CURB (STD. 610001)
 - 8 EMBANKMENT
 - 9 PORTLAND CEMENT CONCRETE PAVEMENT 11 1/4" (JOINTED)
 - 10 PIPE UNDERDRAINS 4"
 - 11 SEEDING, (LANDSCAPING BY OTHERS)
 - 12 AGGREGATE SHOULDERS, TYPE B 6"
 - 13 STR. TIE BAR (SEE STR. SHEETS FOR DETAILS)
 - 14 STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
 - 15 LONGITUDINAL KEYED JOINT (WITHOUT TIE BARS)
 - 16 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
 - 17 ANCHORAGE SLAB & BARRIER WALL (SEE DETAILS & BILL OF MATERIALS SHEETS 227 - 232)
 - 18 LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS AT 24" CTS.
 - 19 LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BARS AT 18" CTS.
 - 20 LONGITUDINAL SAWED JOINT WITH NO. 6 TIE BARS AT 30" CTS.
 - 21 AGGREGATE BASE COURSE, TYPE B 6"
 - 22 CONCRETE MEDIAN SURFACE, 6 INCH
- ALL TIE BARS SHALL BE EPOXY COATED
- INDICATES PAYMENT INCLUDED IN COST OF ANOTHER ITEM

NOTE: THE COST OF THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT 12" REQUIRED BEYOND THE LIMITS OF THE STABILIZED SUBBASE HMA, 4" OR REQUIRED TO SLOPE THE SHOULDER SUBGRADE TO THE UNDERDRAINS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQ YD FOR AGGREGATE SUBGRADE IMPROVEMENT 12".

FILE NAME = USER NAME = #USER# DESIGNED - JB REVISED - DRAWN - JB REVISED - CHECKED - ACL REVISED - DATE - 06/29/12 REVISED -
 TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS
 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION I-70 CONNECTION
 PROPOSED I-70 TYPICAL SECTIONS 4
 SCALE: N.T.S. SHEET NO. 4 OF 5 SHEETS STA. TO STA.