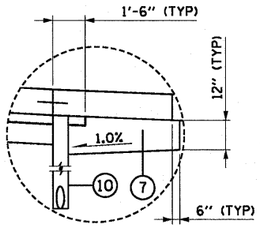


DETAIL 1

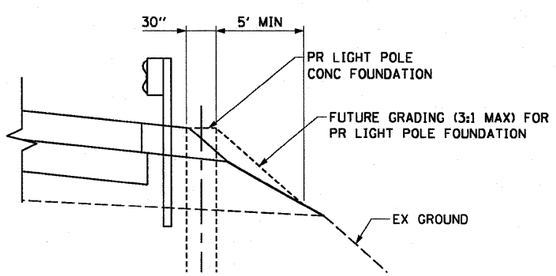
1 - PROPOSED INTERSTATE 70 RAMPS 70E55N, 70E64E & 55S70W

I-70 STA 194+17.33 TO STA 50+68.62 (℄ RAMP 70E55N)
I-70 BASELINE ENDS AT STA 196+35.37 (℄ I-70) = STA 50+25.76 (℄ RAMP 70E55N), = STA 43+68.62 (℄ RAMP 70E64E)

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS

** BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) FROM STA 194+17.33 TO STA 195+17.33

DETAIL 2A



DETAIL 2B

2 - PROPOSED RAMPS 70E55N, 70E64E & 55S70W

RAMP 70E55N STA 50+68.62 TO STA 51+62.45
AND RAMP 55S70W STA 86+02.22 TO STA 87+27.81

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS

** BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
RAMP 70E55N STA 50+62.00 TO STA 51+62.00
RAMP 55S70W STA 86+02.22 TO STA 87+01.51

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN

MAINLINE 70 (WB/EB)

STRUCTURAL DESIGN TRAFFIC: YEAR 2030
PV= 26,156 SU= 1,635 MU= 4,904
ROAD/STREET CLASSIFICATION: CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= 80% S= 5% M= 15%
TRAFFIC FACTOR: ACTUAL TF= 27.02 AC TYPE= 20
MINIMUM TF= 8.26
PG GRADE: BINDER= NA SURFACE= NA
SUBGRADE SUPPORT RATING
SSR= POOR

EXISTING LEGEND:

- (A) HMA OVERLAY
- (B) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (CRPCCP)
- (C) STABILIZED SUB-BASE - 4"

PROPOSED LEGEND:

1. PORTLAND CEMENT CONCRETE PAVEMENT - 10 1/2" (JOINTED) (RAMPS)
2. PORTLAND CEMENT CONCRETE PAVEMENT - 11 1/4" (JOINTED) (I-70)
3. PORTLAND CEMENT CONCRETE SHOULDERS - 10 1/2" (RAMPS)
4. PORTLAND CEMENT CONCRETE SHOULDERS - 11 1/4" (I-70)
5. AGGREGATE SHOULDERS, TYPE B - 10 1/2" (RAMPS)
6. AGGREGATE SHOULDERS, TYPE B - 11 1/4" (I-70)
7. AGGREGATE BASE COURSE, TYPE A, 12"
8. #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
9. #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
10. PIPE UNDERDRAINS - 6"
11. CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
12. CONCRETE BARRIER BASE
13. SEEDING AND MULCHING (SEE SEEDING SCHEDULE)
14. TEMPORARY EROSION ITEMS (SEE EROSION CONTROL SHEET)
15. STEEL PLATE BEAM GUARD RAIL, TYPE A OR TRAFFIC BARRIER TERMINAL
16. CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT
17. STABILIZED SUBBASE - HOT-MIX ASPHALT 4"
18. CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
19. CONCRETE PARAPET (SEE PARAPET AND ANCHORAGE SLAB DETAILS)
20. REINFORCED CONCRETE MOMENT SLAB (SEE PARAPET AND ANCHORAGE SLAB DETAILS)

NOTES:

1. 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 SLOPES WILL NOT BE GREATER THAN 8%.

USER NAME = searsb	DESIGNED OP	REVISED -	
	DRAWN OP	REVISED -	
PLOT SCALE = 20.000 ' / in.	CHECKED DBM	REVISED -	
PLOT DATE = 6/30/2011	DATE 07-01-11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64/998	82-1-B-2	ST. CLAIR	399	11
		CONTRACT NO. 76C76		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = P:\P60046609\900_CAD\901_Drawings\76C76_Contract\Sheet\Civil\Typical_Sections\DBTRI-76C76-sht-Typical-01.dgn