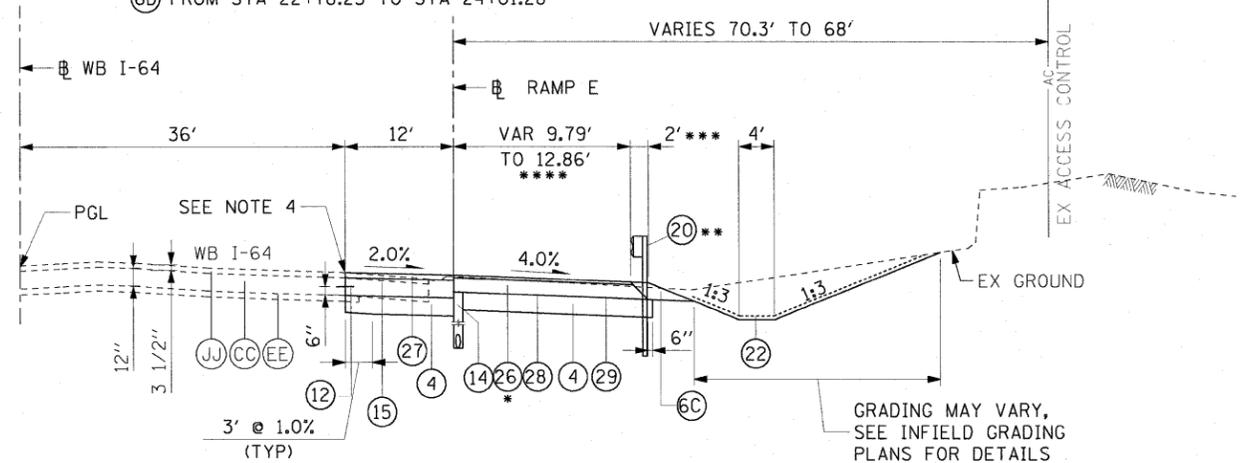


PROPOSED RAMP E (WITH WB I-64 PGL)

STA 97+12.27 TO STA 24+01.28 (WB I-64) = STA 19+91.03 TO STA 24+01.28 (RAMP E)
 STA 24+01.28 END OF RAMP E BASELINE

- * LANE WIDTH = 12' FROM STA 23+90.91 TO STA 24+01.28
- ** VARIES FROM 8' TO 9.79' STA 23+01.22 TO STA 23+90.91 AND 9.79' FROM STA 23+90.91 TO STA 24+01.28
- ⑥D FROM STA 22+78.25 TO STA 24+01.28

GRADING MAY VARY, SEE INFIELD GRADING PLANS FOR DETAILS



PROPOSED RAMP E (WITH WB I-64 PGL)

STA 99+22.80 TO STA 105+15.26 (WB I-64)

- * TEMPORARY PAVEMENT BEGINS AT STA 101+65.26
- ** STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS, AND TRAFFIC BARRIER TERMINALS FROM STA 104+22.50 TO 106+72.50
- *** ⑥ WIDTH VARIES AT TRAFFIC BARRIER TERMINAL AND STEEL PLATE BEAM GUARDRAIL, SEE ROADWAY PLANS
- **** 9.79' FROM STA 99+12.43 TO 103+65.26 AND VARIES FROM 9.79' TO 12.86' FROM 103+65.26 TO STA 105+15.26

RAMP E

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 1,314	SU= 82	MU= 246
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 3.67	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR=	POOR

EXISTING LEGEND:

- (A) PCC PAVEMENT - 10"
- (B) BITUMINOUS CONCRETE SURFACE COURSE, CLASS I - 3/4"
- (C) SUB-BASE GRANULAR MATERIAL, TYPE A - 4"
- (D) SUB-BASE GRANULAR MATERIAL, TYPE A - 6"
- (E) BITUMINOUS MATERIALS (PRIME COAT)
- (F) AGGREGATE (PRIME COAT)
- (G) LEVELING BINDER (MACHINE METHOD)
- (H) BITUMINOUS CONCRETE BINDER COURSE - 2 1/4"
- (I) BITUMINOUS CONCRETE SURFACE COURSE, CLASS I - 1 1/2"
- (J) PORTLAND CEMENT CONCRETE BASE COURSE - 8"
- (K) PORTLAND CEMENT CONCRETE SIDEWALK - 4"
- (L) COMBINATION CURB AND GUTTER TYPE B-6.12
- (M) COMBINATION CURB AND GUTTER TYPE B-6.12 (SPECIAL)
- (N) COMBINATION CURB AND GUTTER TYPE B-6.24
- (O) PCC PAVEMENT - 10" AND VARIES
- (P) CONCRETE CURB, TYPE B - 6" HIGH
- (Q) TYPE B CURB (MODIFIED)
- (R) PCC MEDIAN SURFACE - 4"
- (S) CONCRETE MEDIAN SURFACE - 4"
- (T) PORTLAND CEMENT CONCRETE BASE COURSE - 9"
- (U) CONCRETE GUTTER
- (V) FENCE
- (W) LONGITUDINAL METAL JOINT
- (X) EXISTING CURB
- (Y) CONCRETE RETAINING WALL
- (Z) BITUMINOUS CONCRETE BINDER COURSE - 1 1/2"
- (AA) STABILIZED SHOULDER
- (BB) AGGREGATE BASE COURSE, TYPE A - 4"
- (CC) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (CRPCCP) - VARIES FROM 12" TO 13 1/4"
- (DD) PIPE UNDERDRAINS - 6"
- (EE) STABILIZED SUB-BASE - 4"
- (FF) AGGREGATE SHOULDER TYPE A
- (GG) INCIDENTAL BITUMINOUS SURFACING
- (HH) CONCRETE GUTTER (MODIFIED)
- (II) HMA SURFACE COURSE, MIX "C", N70 - 2"
- (JJ) HMA OVERLAY

PROPOSED LEGEND:

- ① PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10" (JOINTED) (LOCAL ROADS)
 - (1B) - 10 1/2" (JOINTED) (RAMPS)
- ② HOT-MIX ASPHALT OVERLAY - 2 1/4"
 - (2A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70 - 1 1/2"
 - (2B) LEVELING BINDER, (MACHINE METHOD), N70 - 3/4"
- ③ PORTLAND CEMENT CONCRETE BASE COURSE - 10"
- ④ AGGREGATE BASE COURSE, TYPE A, 12"
- ⑤ PORTLAND CEMENT CONCRETE SHOULDERS
 - (5A) - 10 1/2" (FOR 10 1/2" PCC JT)
 - (5B) - 12" (WB & EB I-64 TIE-IN)
 - (5C) - 15 1/2" (WB I-64 GOES)
 - (5D) - 18" (EB I-64 GOES)
- ⑥ AGGREGATE SHOULDERS, TYPE B
 - (6A) - 10" (FOR 10" PCC JT)
 - (6B) - 10 1/2" (FOR 10 1/2" PCC JT)
 - (6C) - 11 1/4" (FOR TEMPORARY PAVEMENT INTERSTATE)
 - (6D) - 15 1/2" (FOR HMA SC "D" N70 - 3 1/2" AND PCC SHOULDERS 12")
 - (6E) - 18" (FOR HMA SC "D" N70 - 6" AND PCC SHOULDERS 12")
- ⑦ PORTLAND CEMENT CONCRETE SIDEWALK - 4"
- ⑧ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑨ POROUS GRANULAR EMBANKMENT, SPECIAL
- ⑩ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- ⑪ CONCRETE MEDIAN, TYPE SM-6.12
- ⑫ #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)
- ⑬ #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑭ PIPE UNDERDRAINS - 4"
- ⑮ CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT - 12"
- ⑯ CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT
- ⑰ AGGREGATE BASE COURSE, TYPE A, THICKNESS AS SPECIFIED ON SECTION
- ⑱ CONCRETE GUTTER TYPE A
- ⑲ CONCRETE MEDIAN SURFACE - 4"
- ⑳ STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS OR TRAF BAR TERM
- ㉑ CHAIN LINK FENCE - 6'
- ㉒ SEEDING AND MULCHING (SEE SEEDING AND MULCHING SCHEDULE)
- ㉓ CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- ㉔ CONCRETE CURB AND GUTTER OUTLET SPECIAL
- ㉕ HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ㉖ TEMPORARY PAVEMENT (INTERSTATE) - 11 1/4"
 - (26A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm) - 1 3/4"
 - (26B) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 9 1/2"
- ㉗ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 - 3 1/2"
- ㉘ BITUMINOUS MATERIALS (PRIME COAT)
- ㉙ AGGREGATE (PRIME COAT)
- ㉚ HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH
- ㉛ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 3 1/2"
- ㉜ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 6"

NOTES:

1. DUE TO THE SKEWED NATURE OF THE ROADWAYS IN THIS PROJECT, THE FOLLOWINGS ARE THE COMPASS DESIGNATIONS TO THE ROADWAYS:
 15TH STREET (NORTH -SOUTH), BOUGH AVENUE (EAST- WEST), ST. CLAIR AVENUE (EAST- WEST), B I-64 (WEST)
2. SEE HOT-MIX ASPHALT MIXTURE REQUIREMENTS ON TYPICAL SECTIONS SHEET 3 OF 14.
3. WHEN THE SUPER ELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPER ELEVATION 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%.
4. DRILL AND GROUT NO. 6 TIE BARS AT 24" CC WHERE TYING INTO EXISTING PAVEMENT. SAW AND SEAL LONGITUDINAL JOINT 1/4" WIDE AND 5/8" DEEP. SAWING AND SEALING IS INCLUDED IN THE COST OF PCC ITEMS AND WILL NOT BE MEASURED.