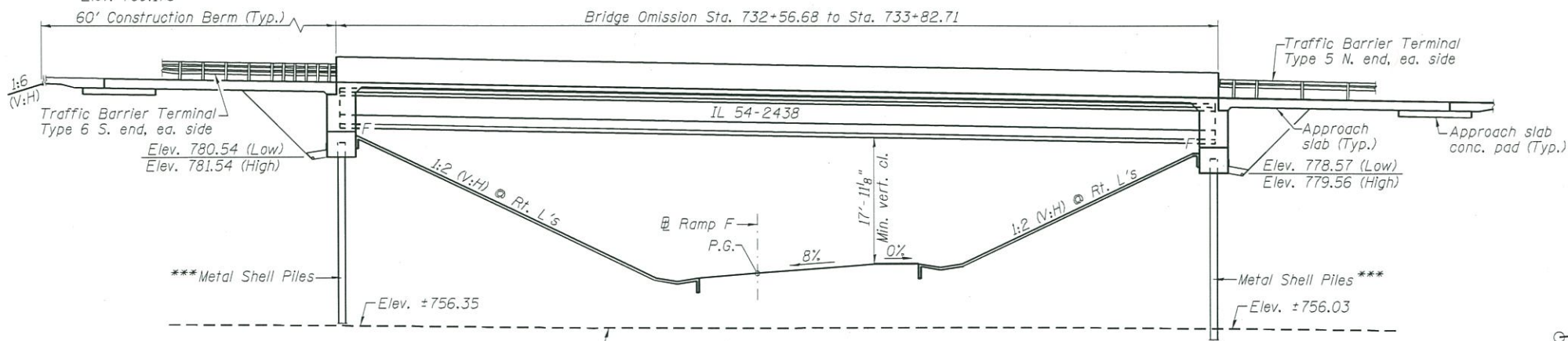


Bench Mark: Chiseled "□" on top of N.W. corner of light pole foundation #50-107 on Ramp DB, Sta. 1068+46.46 Elev. 769.173

Existing Structure: None No Salvage



ELEVATION

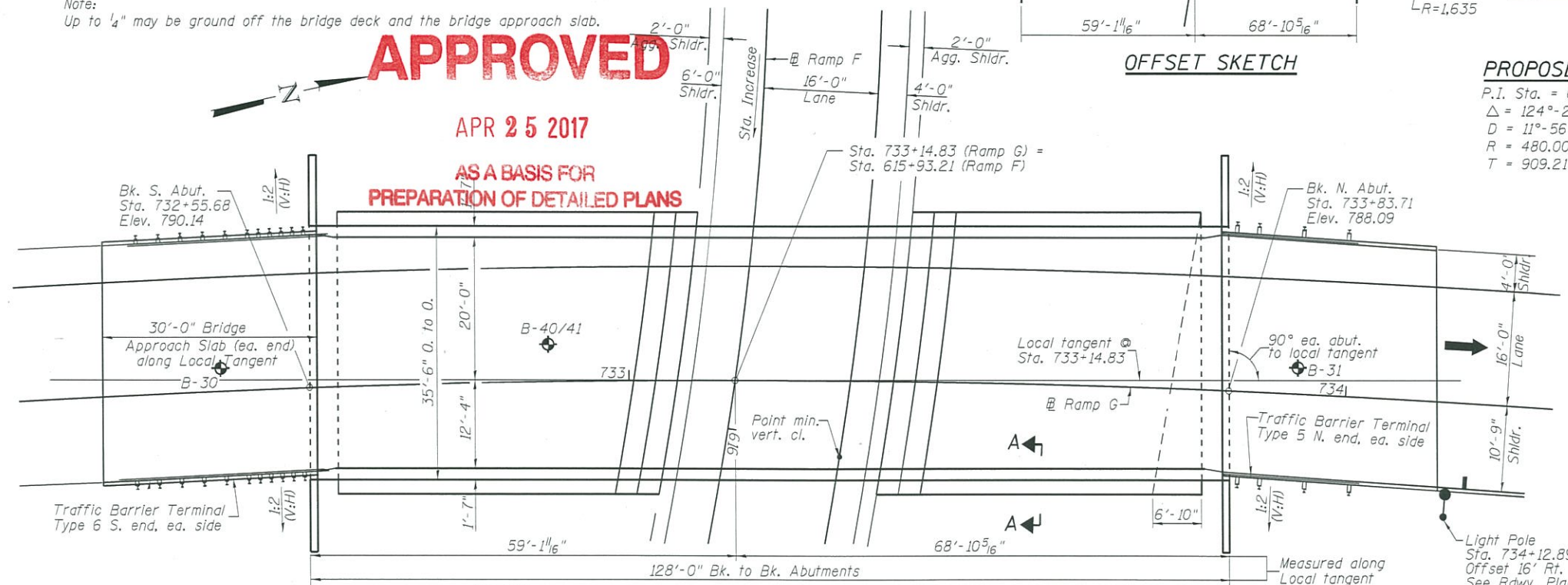
\*\*\* Settlement platforms shall be utilized at each abutment during construction to ensure there is less than 0.4 inches or less left of settlement prior to the installation of the piles to ensure the effects of down drag forces are negligible.

Note: Up to 1/4" may be ground off the bridge deck and the bridge approach slab.

**APPROVED**

APR 25 2017

AS A BASIS FOR PREPARATION OF DETAILED PLANS



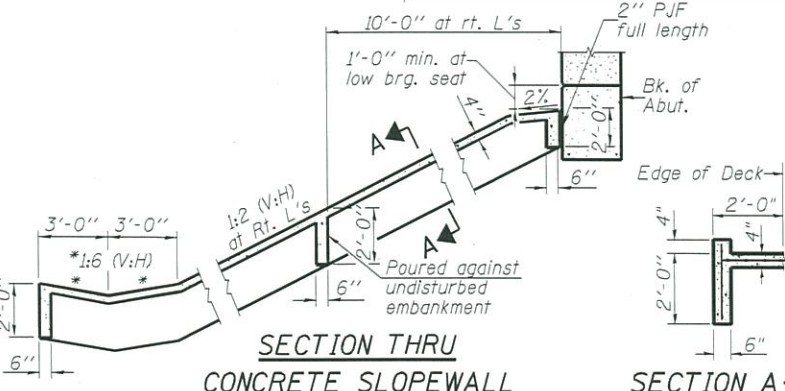
OFFSET SKETCH

PROPOSED RAMP F CURVE DATA

P.I. Sta. = 620+51.51 L = 1041.65'  
 $\Delta = 124^\circ-20'-18"$  (Rt.) E = 548.14'  
 $D = 11^\circ-56'-12"$  S.E. 8.0%  
 $R = 480.00'$  P.C. Sta. = 611+42.29  
 $T = 909.21'$  P.C.C. Sta. = 621+83.95

PROPOSED RAMP G CURVE DATA

P.I. Sta. = 730+86.74 L = 1,736.70'  
 $\Delta = 60^\circ-51'-35"$  (Rt.) E = 261.20'  
 $D = 3^\circ-30'-16"$  S.E. 6.7%  
 $R = 1,635'$  P.C. Sta. = 721+26.34  
 $T = 960.40'$  P.T. Sta. = 738+63.05



LOADING HL-93

Allow 50 psf for future wearing surface

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Specifications, 7th Edition w/2015 & 2016 Interims

HIGHWAY CLASSIFICATION

FAI 57/74 -Ramp F  
 Functional Class: Interstate Ramp  
 ADT: 3,300 (2013); 4,950 (2040)  
 ADTT: 901 (2013); 1,351 (2040)  
 DHV: 360  
 Design Speed: 40 m.p.h.  
 Posted Speed: 40 m.p.h.  
 One-Way Traffic  
 Directional Distribution: 100% NB

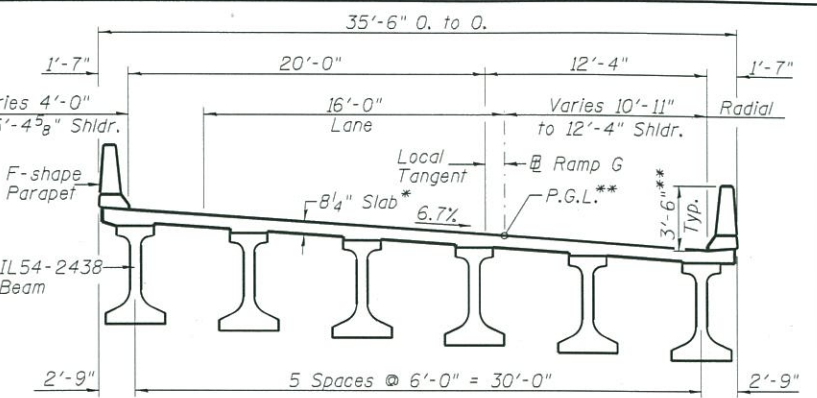
FAI 57/74 -Ramp G  
 Functional Class: Interstate Ramp  
 ADT: 2,100 (2013); 2,650 (2040)  
 ADTT: 365 (2013); 461 (2040)  
 DHV: 235  
 Design Speed: 55 m.p.h.  
 Posted Speed: 55 m.p.h.  
 One-Way Traffic  
 Directional Distribution: 100% WB

DESIGN STRESSES

FIELD UNITS  
 $f'_c = 3,500$  psi (Cast-In-Place)  
 $f'_c = 4,000$  psi (Superstructure Concrete)  
 $f_y = 60,000$  psi (Reinforcement)

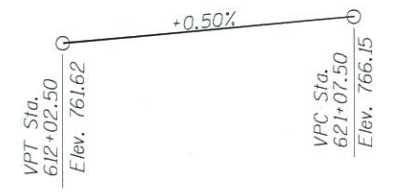
PRECAST PRESTRESSED UNITS  
 $f'_c = 8,500$  psi  
 $f_{ci} = 7,000$  psi  
 $f_{pu} = 270,000$  psi (0.6"  $\phi$  low lax strands)  
 $f_{pbt} = 202,300$  psi (0.6"  $\phi$  low lax strands)

SEISMIC DATA  
 Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec (SD1) = 0.135g  
 Design Spectral Acceleration at 0.2 sec (SDS) = 0.233g  
 Soil Site Class = D

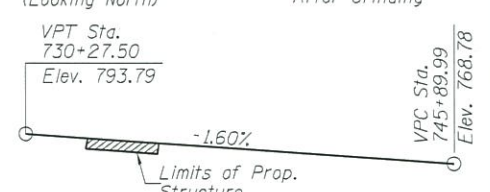


CROSS SECTION (Looking North)

\* Prior to Grinding  
 \*\* After Grinding

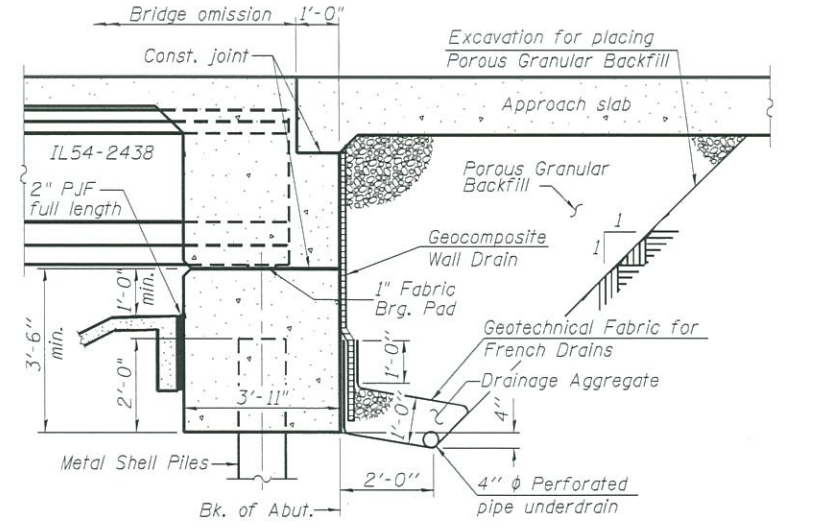


PROFILE GRADE RAMP F (Along Roadway)

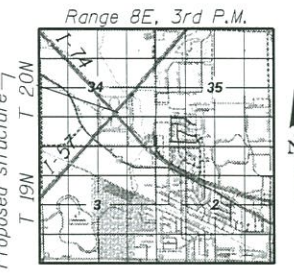


PROFILE GRADE RAMP G (Along Roadway)

Note: The profile grade shows the final elevations after grinding.



SECTION THRU INTEGRAL ABUTMENT (Horiz. dim. @ Rt. L's)



GENERAL PLAN  
 RAMP G OVER RAMP F  
 F.A.I. RTE. 57/74  
 SECTION (10-34-1)HBK  
 CHAMPAIGN COUNTY  
 STATION 733+14.83  
 STRUCTURE NO. 010-1003



USER NAME = Christopher Whistfield	DESIGNED CJW	APR 2017	REVISED
...NDS7897-NEW TSL-Ramp G over F-2.dgn	CHECKED WLB	APR 2017	REVISED
PLOT SCALE =	DRAWN GLD	APR 2017	REVISED
PLOT DATE =	CHECKED CJW	APR 2017	REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SHEET NO. OF SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				