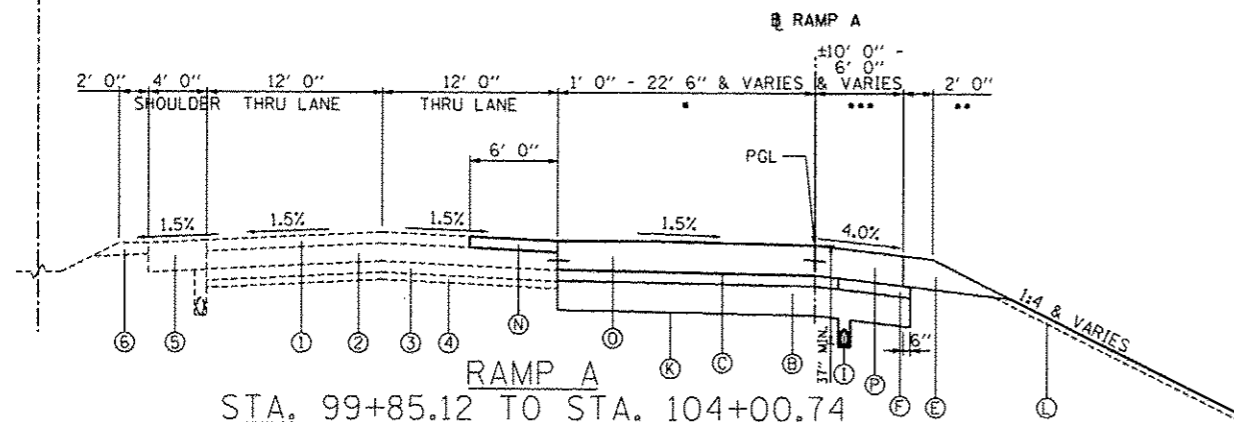


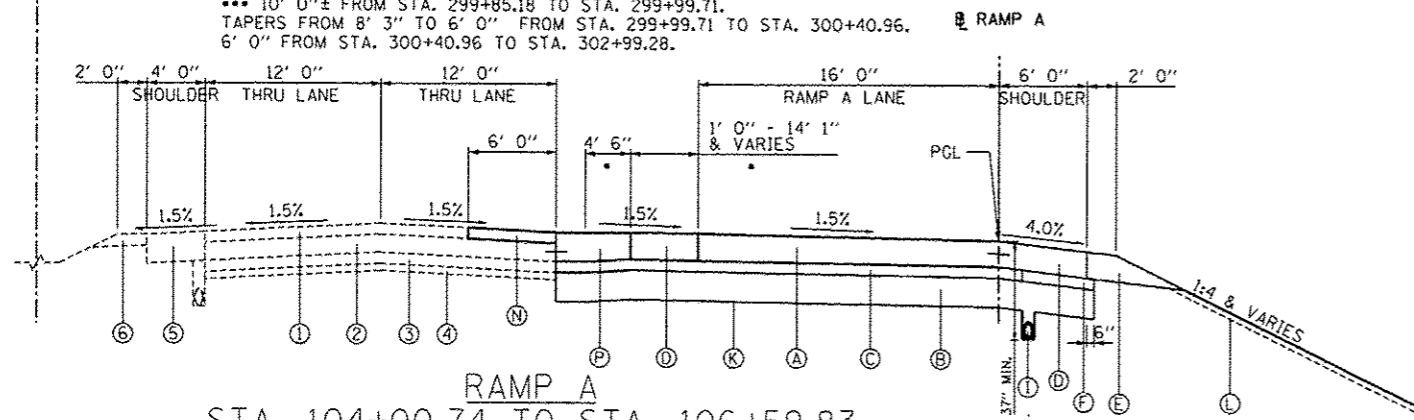
ROUTE 1-57



RAMP A
STA. 99+85.12 TO STA. 104+00.74

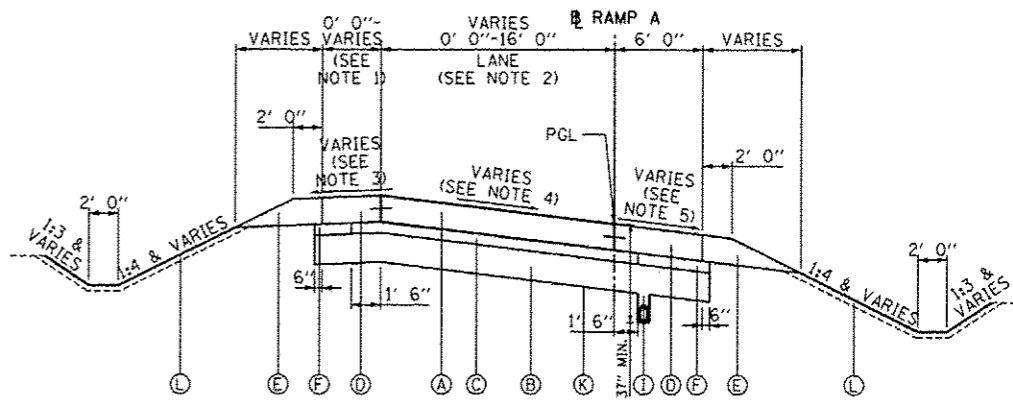
• SEE PROPOSED PLAN SHEET 15 OF 23
BEGINS AT STA. 100+00.00.
TAPERS FROM 1' 0" TO 16' 11" FROM STA. 100+00.00 TO STA. 102+99.72.
TAPERS FROM 16' 11" TO 22' 6" FROM STA. 102+99.72 TO STA. 104+00.74.

ROUTE 1-57



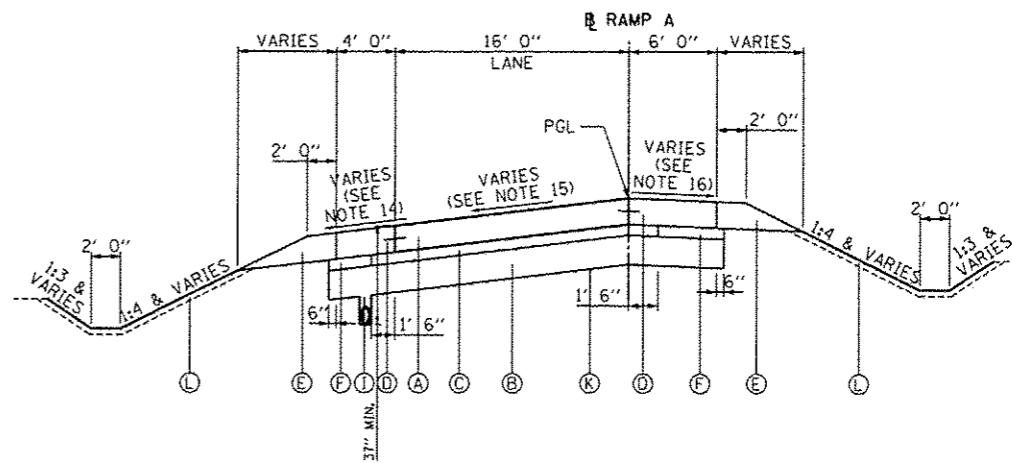
RAMP A
STA. 104+00.74 TO STA. 106+59.83

• SEE DETAIL SECTION A-A ON PROPOSED PLAN SHEET 15 OF 23



RAMP A
STA. 106+59.83 TO STA. 118+54.41

FOR DETAILS OF RAMP A OVER CULVERT
SEE PROPOSED TYPICAL SECTION SHEET 16 OF 16



RAMP A
STA. 118+54.41 TO STA. 122+48.27

GENERAL NOTES:
SHOULDER RUMBLE STRIPS 8". SHALL BE PLACED
ACCORDING TO STANDARD 642006 ON RAMPS

BARS SHOWN ARE DEFORMED TIE BARS (TYP.)

NOTES:

- SHOULDER WIDTH:
STA. 102+89.91 TO STA. 106+60.12 - 0'-0" TO 21'-3 1/4"
STA. 106+60.12 TO STA. 118+54.41 - 4'-0"
- LANE WIDTH:
STA. 100+00.00 TO STA. 106+60.12 - 0'-0" TO 16'-0"
STA. 106+60.12 TO STA. 118+54.41 - 16'-0"
- SHOULDER CROSS SLOPE:
STA. 100+00.00 TO STA. 110+18.46 - 4.00%
STA. 110+18.46 TO STA. 110+82.46 - 4.00% TO 2.00%
STA. 110+82.46 TO STA. 114+64.91 - 2.00%
STA. 114+64.91 TO STA. 115+28.91 - 2.00% TO 4.00%
STA. 115+28.91 TO STA. 118+54.41 - 4.00%
- PAVEMENT CROSS SLOPE:
STA. 100+00.00 TO STA. 109+38.46 - 1.50%
STA. 109+38.46 TO STA. 110+82.46 - 1.50% TO 6.00%
STA. 110+82.46 TO STA. 114+64.91 - 6.00%
STA. 114+64.91 TO STA. 116+08.91 - 6.00% TO 1.50%
STA. 116+08.91 TO STA. 118+13.01 - 1.50%
STA. 118+13.01 TO STA. 118+54.41 - 1.50% TO 0.00%
- SHOULDER CROSS SLOPE:
STA. 100+00.00 TO STA. 110+18.46 - 4.00%
STA. 110+18.46 TO STA. 110+82.46 - 4.00% TO 6.00%
STA. 110+82.46 TO STA. 114+64.91 - 6.00%
STA. 114+64.91 TO STA. 115+28.91 - 6.00% TO 4.00%
STA. 115+28.91 TO STA. 118+54.41 - 4.00%
- LANE WIDTH:
STA. 123+18.10 TO STA. 125+22.99 - 0'-0" TO 12'-0"
STA. 125+22.99 TO STA. 125+37.24 - 12'-0"
- LANE WIDTH:
STA. 122+48.27 TO STA. 123+18.47 - 16'-0" TO 20'-3"
STA. 123+18.47 TO STA. 125+22.99 - 20'-3" TO 12'-0"
STA. 125+22.99 TO STA. 125+37.24 - 12'-0"
- LANE WIDTH:
STA. 122+48.27 TO STA. 124+87.99 - 0'-0" TO 12'-0"
STA. 124+87.99 TO STA. 125+37.24 - 12'-0"
- LANE WIDTH:
STA. 122+49.10 TO STA. 124+87.99 - 0'-0" TO 12'-0"
STA. 124+87.99 TO STA. 125+69.94 - 12'-0"
- SHOULDER CROSS SLOPE:
STA. 122+48.27 TO STA. 123+97.54 - 2.00%
STA. 123+97.54 TO STA. 124+59.63 - 2.00% TO 4.00%
STA. 124+59.63 TO STA. 125+37.24 - 4.00%
- PAVEMENT CROSS SLOPE:
STA. 122+48.27 TO STA. 123+97.54 - 6.00%
STA. 123+97.54 TO STA. 125+37.24 - 6.00% TO 1.50%
- PAVEMENT CROSS SLOPE:
STA. 122+48.27 TO STA. 123+97.54 - 6.00%
STA. 123+97.54 TO STA. 125+37.24 - 6.00% TO 0.00%
- PAVEMENT CROSS SLOPE:
STA. 122+48.27 TO STA. 123+97.54 - 2.00%
STA. 123+97.54 TO STA. 124+44.11 - 2.00% TO 4.00%
STA. 124+44.11 TO STA. 125+37.24 - 4.00%
- SHOULDER CROSS SLOPE:
STA. 118+54.41 TO STA. 119+64.74 - 4.00%
STA. 119+64.74 TO STA. 120+19.91 - 4.00% TO 6.00%
STA. 120+19.91 TO STA. 122+48.27 - 6.00%
- PAVEMENT CROSS SLOPE:
STA. 118+54.41 TO STA. 120+19.91 - 0.00% TO 6.00%
STA. 120+19.91 TO STA. 122+48.27 - 6.00%
- SHOULDER CROSS SLOPE:
STA. 118+54.41 TO STA. 119+64.74 - 4.00%
STA. 119+64.74 TO STA. 120+19.91 - 4.00% TO 2.00%
STA. 120+19.91 TO STA. 122+48.27 - 2.00%
- PAVEMENT CROSS SLOPE:
STA. 125+83.74 TO STA. 126+30.34 - 0.00% TO 1.50%
STA. 126+30.34 TO STA. 127+05.69 - 1.50%

LEGEND:

- (A) PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10 3/4"
- (B) PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (C) PROPOSED STABILIZED SUBBASE- HOT-MIX ASPHALT, 4 1/2"
- (D) PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS, 10 3/4"
- (E) PROPOSED AGGREGATE SHOULDER, TYPE B (10 3/4"-STUENKEL/RAMPS)
- (F) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C
- (G) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (H) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (I) UNDERDRAIN, 6"
- (J) SB MEDIAN OR CONCRETE MEDIAN SURFACE, 4"
- (K) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (L) TOPSOIL E&P 12" AND SEEDING (SEE LANDSCAPING PLANS)
- (M) PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4" (RIDGELAND, CENTRAL)
- (N) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURF. COURSE, MIX "F", N90, 1 3/4"
- (O) PROPOSED CONTINUOUSLY REINFORCED CONCRETE PAVEMENT, 12"
- (P) PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS, 12"
- (Q) PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 12"
- (R) STEEL PLATE BEAM GUARDRAIL, TYPE A

EXISTING LEGEND:

- (1) EXISTING HMA PAVEMENT, 4"± & VARIES
- (2) EXISTING CRC PAVEMENT, 8"± & VARIES
- (3) EXISTING STABILIZED SUBBASE, 4"± & VARIES
- (4) EXISTING AGGREGATE SUBGRADE, VARIES
- (5) EXISTING PAVED SHOULDER, 12± & VARIES
- (6) EXISTING AGGREGATE SHOULDER
- (7) EXISTING CABLE GUARDRAIL

TYLIN INTERNATIONAL

USDR NAME
DRAWN
CHECKED
DATE

DESIGNED - DPS
DRAWN - DPS
CHECKED - JF
DATE - 05/10/2013

REVISED - 06/21/2013
REVISED - 10/18/2013
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STUENKEL ROAD AT I-57 RIDGELAND AVENUE TO CENTRAL AVENUE
PROPOSED TYPICAL SECTIONS - RAMP A

SCALE: N.T.S. SHEET 6 OF 17 SHEETS STA. TO STA.

F.A.I. RTE. 57	SECTION 99-1HB-R1	COUNTY WILL	TOTAL SHEETS 679	SHEET NO. 44
CONTRACT NO. 60L69				ILLINOIS FED. AID PROJECT