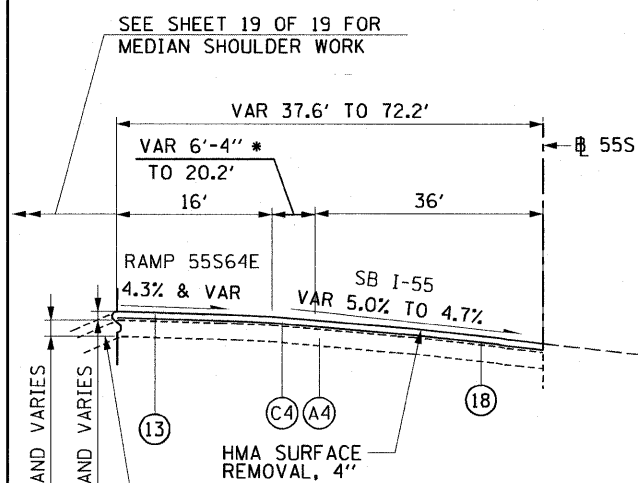


6 - PROPOSED RAMP 55S70W
STA 57+28.02 TO STA 60+50.00

- * SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
- ** GUARDRAIL FROM STA 58+81.85 TO 60+50.00
- *** GUARDRAIL FROM STA 59+45.00 TO 60+38.16
- **** COMB CC&G TB6.24 MOD ENDS AT STA 78+25.00 (SB I-55)



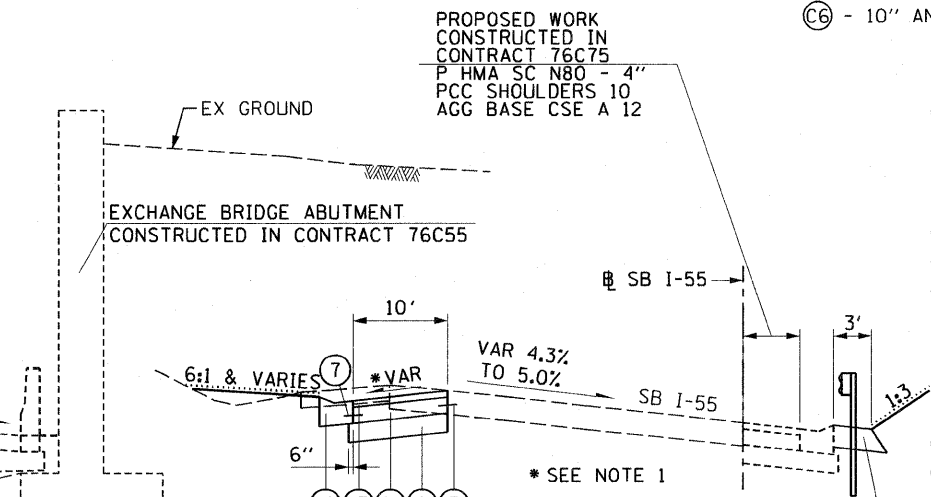
7 - PROPOSED SB I-55
STA 78+25.51 (STA 60+50.00 RAMP 55S70W)
TO STA 84+43.23

- SEE SHEET *TYPXX OR ROADWAY PLAN SHEETS FOR SB MEDIAN SHOULDER WORK
- * 6'-4" STUB BEGINS AT STA 83+83.83 (SB I-55), ALSO SEE GORE GRADING DETAILS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

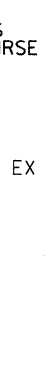
MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

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



7c - PROPOSED 55S MAINLINE
STA 84+43.23 TO STA 85+75.00

- * AGGREGATE SHOULDERS, TYPE B - 14" FROM STA 83+25.47 TO STA 85+44.55, ALSO SEE ROADWAY DETAIL FOR TIE-IN OF GUARDRAIL AT CONCRETE BARRIER



7b - PROPOSED 55S MAINLINE
STA 85+75.00 TO STA 87+00.00

I-55 TYPICAL SECTION 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%.
2. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55 @), BUT SHOULD BE FIELD VERIFIED.

I-55 PROPOSED LEGEND:

- ① PORTLAND CEMENT CONCRETE PAVEMENT
 - ①A - 10 1/2" (JOINTED) (RAMPS)
 - ①B - 12 1/2" (JOINTED) (NB I-55)
 - ①C - 14" (JOINTED) (NB I-55)
- ② AGGREGATE BASE COURSE, TYPE A - 12"
- ③ CONCRETE GUTTER, TYPE A
- ④ PORTLAND CEMENT CONCRETE SHOULDERS
 - ④A - 10"
 - ④B - 10 1/2"
 - ④C - 12 1/2"
 - ④D - 14"
- ⑤ AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- ⑥ *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)
- ⑦ *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- ⑧ PIPE UNDERDRAINS - 6"
- ⑨ CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- ⑩ COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ⑪ SEEDING AND MULCHING (BY OTHERS)
- ⑫ NOT USED
- ⑬ POLYMERIZED HMA SC, SMA, N80 4"
- ⑭ POLYMERIZED HMA BC, SMA, N80 6"
- ⑮ STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- ⑯ CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- ⑰ STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- ⑱ BITUMINOUS MATERIALS (PRIME COAT)
- ⑲ CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- ⑳ CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- ㉑ STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

I-55 TYPICAL SECTION NOTES CONTINUED:

3. WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.