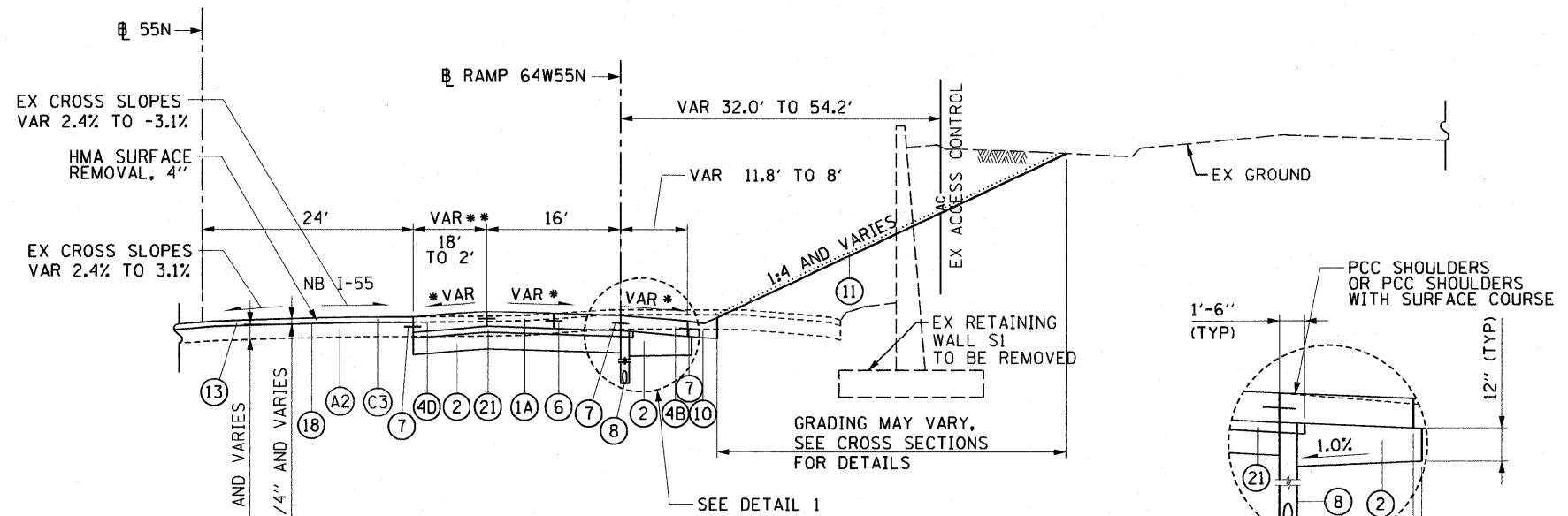


EXISTING LEGEND:

- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
- (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
- (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
- (D) HMA SURFACE COURSE - 6"
- (E) TEMP HMA PAVEMENT - 11 1/4"
- (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
- (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
- (H) AGGREGATE SHOULDER, TYPE B 18"
- (I) PIPE UNDERDRAIN
- (J) CONCRETE BARRIER
- (K) GUARDRAIL

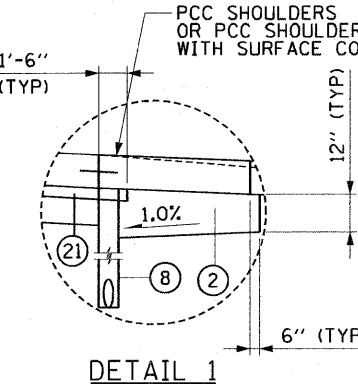
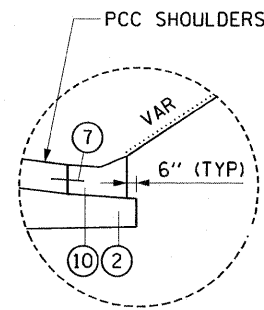
I-55 PROPOSED LEGEND:

- (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"

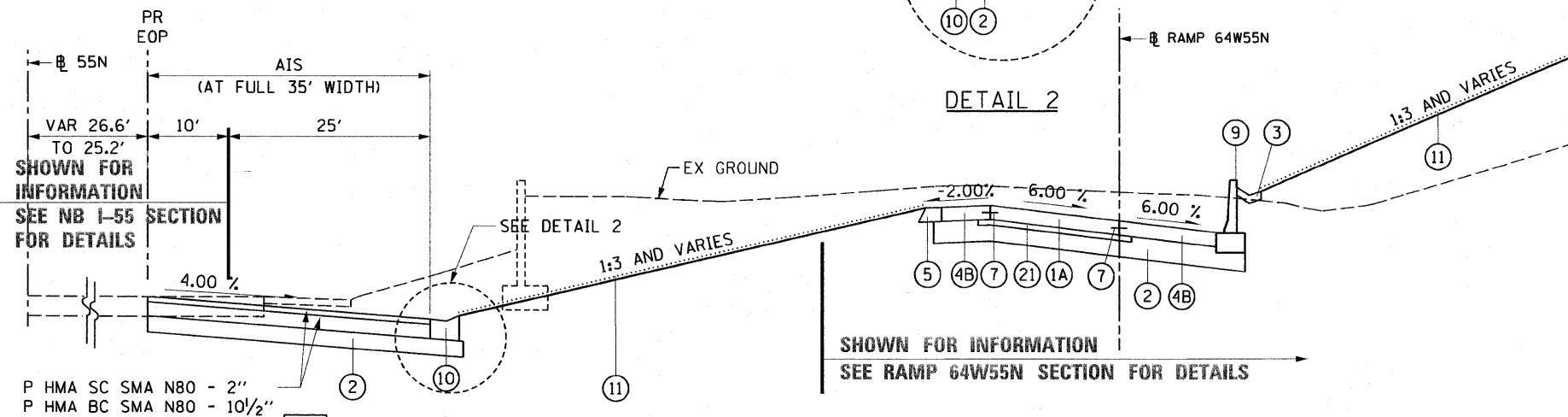


10 - PROPOSED RAMP 64W55N
STA 64+39.83 TO STA 66+82.16

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
** SEE GORE GRADING DETAILS



DETAIL 2



10a - PROPOSED ACCIDENT INVESTIGATION SITE
STA 70+75.93 TO STA 73+25.90 (NB I-55)

RAMP 64W55N

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 2,254	SU= 141	MU= 423
ROAD/STREET CLASSIFICATION:	CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 6.30	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	

I-55 TYPICAL SECTION NOTES:

- 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%.
- WHERE THE EXISTING OVERLAY IS LESS THAN 4", 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.
- 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.