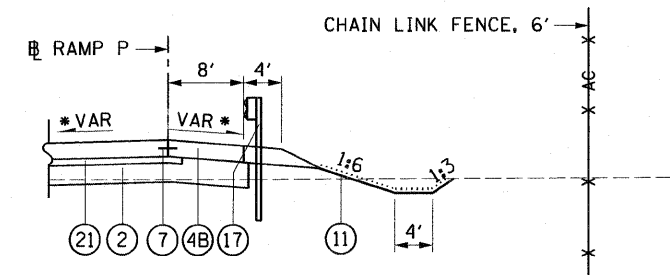
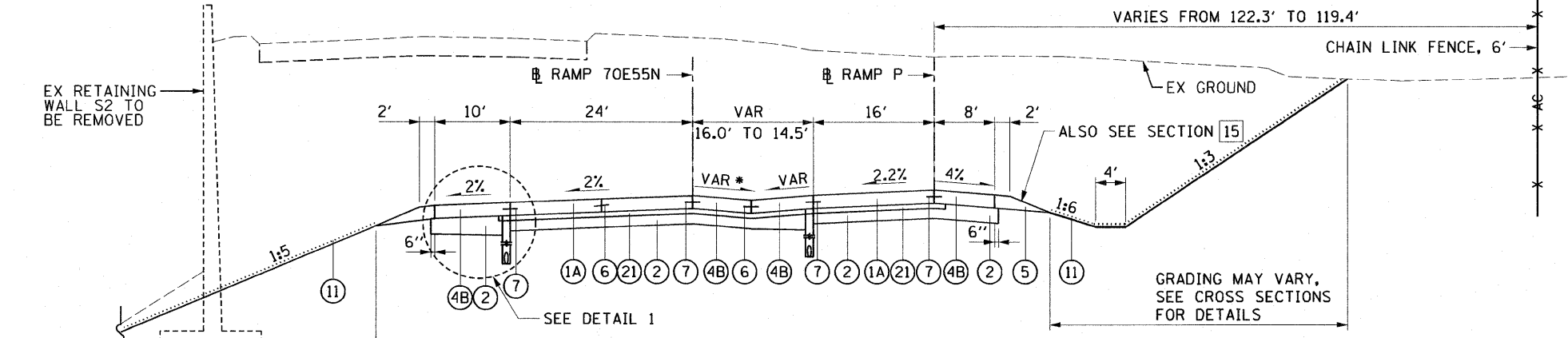


**14 - PROPOSED RAMP 70E55N**  
 STA 78+50.00 TO STA 79+50.00  
 (RAMP 70E55N BEGINS AT STA 78+50.00  
 RAMP P BEGINS AT STA 21+50.00 = STA 78+47.04 RAMP 70E55N @)  
 \* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS



**15 - PROPOSED RAMP 70E55N**  
 STA 22+07.52 TO STA 25+04.11 (RAMP P)  
 = STA 78+95.73 TO STA 79+50.00 (RAMP 70E55N)



**16 - PROPOSED RAMP 70E55N**  
 STA 79+50.00 TO STA 79+82.79  
 = STA 22+53.85 TO STA 22+86.81 (RAMP P @)  
 \* SEE GORE GRADING FOR DETAILS

STRUCTURAL DESIGN TRAFFIC:		YEAR	2030
PV=	1,069	SU=	67
		MU=	200
ROAD/STREET CLASSIFICATION:		CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:			
P=	80%	S=	5%
		M=	15%
TRAFFIC FACTOR:		ACTUAL TF=	2.99
		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.

**EXISTING LEGEND:**

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

**I-55 PROPOSED LEGEND:**

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