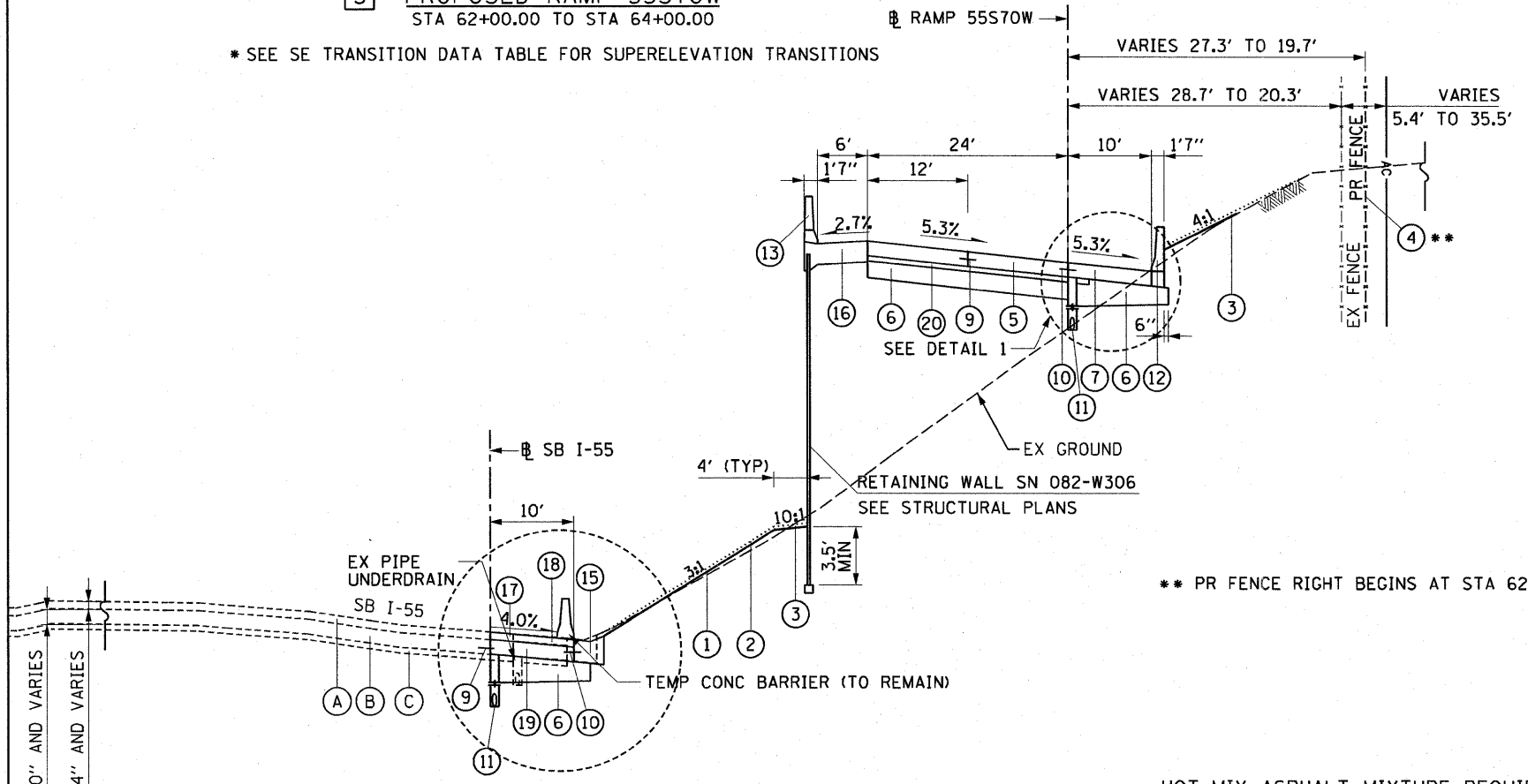
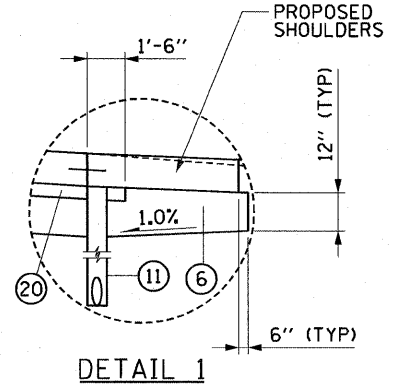


3 - PROPOSED RAMP 55S70W
STA 62+00.00 TO STA 64+00.00

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS



4 - PROPOSED RAMP 55S70W
STA 64+00.00 TO STA 65+00.00

* SB I-55 SHOULDER RECONSTRUCTION EXTENDS TO STA 67+47.00

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

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

EXISTING LEGEND:

- (A) HMA OVERLAY - 4" AND VARIES
- (B) CONTINUOUSLY REINFORCED PORTLAND CEMENT - 10" AND VARIES
- (C) CONCRETE PAVEMENT (CRPCCP)
- (C) STABILIZED SUB-BASE - 4"

PROPOSED LEGEND:

- (1) EMBANKMENT
- (2) SEEDING CLASS 2A
- (3) TEMPORARY EROSION CONTROL SEEDING (INCLUDING MULCH METHOD 1)
- (4) CHAIN LINK FENCE, 10' (SPECIAL)
- (5) PORTLAND CEMENT CONCRETE PAVEMENT - 10 1/2" (JOINTED) (RAMPS)
- (6) AGGREGATE BASE COURSE, TYPE A, 12" (SEE NOTE 2)
- (7) PORTLAND CEMENT CONCRETE SHOULDERS - 10 1/2"
- (8) AGGREGATE SHOULDERS, TYPE B - 10 1/2"
- (9) *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)
- (10) *6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (11) PIPE UNDERDRAINS - 6"
- (12) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (13) CONCRETE PARAPET (SEE STRUCTURAL SHEETS)
- (14) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS OR TRAF BAR TERM
- (15) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 MODIFIED (DEPRESSED)
- (16) REINFORCED CONCRETE MOMENT SLAB (SEE STRUCTURAL SHEETS)
- (17) POLYMERIZED HMA SC, SMA, N80 4"
- (18) BITUMINOUS MATERIALS (PRIME COAT)
- (19) PORTLAND CEMENT CONCRETE SHOULDERS - 10"
- (20) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

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. ANY CHANGES TO THICKNESS OF AGGREGATE BASE COURSE, TYPE A 12" TO DRAIN TO UNDERDRAINS WILL BE INCLUDED IN THE COST OF THE PAY ITEM. NO ADDITIONAL COMPENSATION WILL BE MADE.

RAMP 55S70W

STRUCTURAL DESIGN TRAFFIC:	YEAR	1430
PV= 8,136	SU= 509	MU= 1,526
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 13%
TRAFFIC FACTOR:	ACTUAL TF= 11.37	AC TYPE= 19
	MINIMUM TF= 11.13	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	

USER NAME = HeneoC	DESIGNED - JWM	REVISED -
PLOT SCALE = 20.000' / in.	DRAWN - JWM	REVISED -
PLOT DATE = *DATE*	CHECKED - DBM	REVISED -
	DATE - 3-18-11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 3 OF 7 SHEETS STA. 62+00.00 TO STA. 65+61.98

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	13
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76C75	