TYPICAL #32 STEVENSON DRIVE RAMPS

RAMP A STA 0+00 TO STA 6+68 (* USE 36)

RAMP A STA 6+68 TO STA 12+29.60

RAMP B STA 1+21 TO STA 7+56

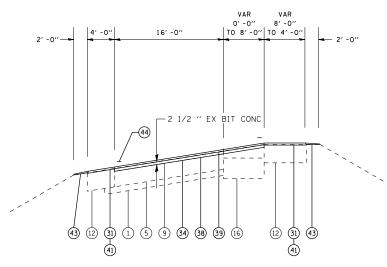
RAMP B STA 7+56 TO STA 18+15.73 (* USE (36))

RAMP C STA 0+00 TO STA 4+84 (* USE 36)

RAMP C STA 4+84 TO STA 9+97.79

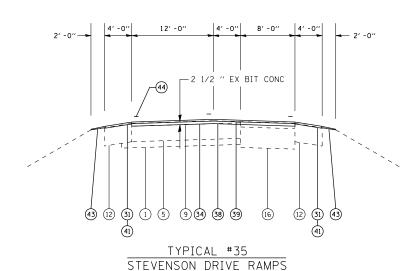
RAMP D STA 1+03 TO STA 11+24

RAMP D STA 11+24 TO STA 23+29.60 (* USE 36)



TYPICAL #33 STEVENSON DRIVE RAMPS

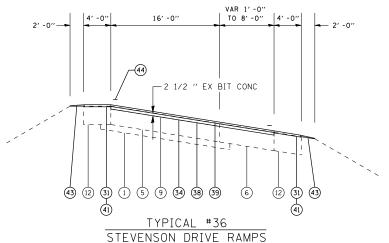
RAMP A STA 12+29.60 TO STA 13+49.60



8' -0" 4' -0" 4' -0" 16' -0" -2 1/2 " EX BIT CONC 43 (12 (31) (1) (5) (9) (34) (38) (39) 16 12 31 43

TYPICAL #34 STEVENSON DRIVE RAMPS

RAMP A STA 13+49.60 TO STA 14+63.86



RAMP C STA 9+97.79 TO STA 13+46

LEGEND

- EX STABILIZED SUB-BASE 4"
- EX AGGREGATE SUB-BASE 4"
- EX OPEN GRADED DRAINAGE LAYER 4"
- EX SUB-BASE GRANULAR MATERIAL 12"
- EX PCC PAVEMENT 10"
- EX PCC BASE COURSE 10"
- EX CRPCC PAVEMENT 11 3/4"
- EX CRPCC PAVEMENT (7" WBL, 8" EBL)
- EX BIT SURFACE COURSE (THICK VARIES)
- 10 EX AGGREGATE SHOULDERS
- EX PCC SHOULDERS 11 3/4"
- (12) EX BITUMINOUS SHOULDERS (THICK VARIES)
- (13) EX PIPE UNDERDRAINS 4"
- EX PIPE UNDERDRAINS 6"

- 15 EX TEMPORARY CONCRETE BARRIER WALL
- (16) EX BITUMINOUS CONCRETE PAVEMENT 18"
- (17) EX PCC BASE COURSE 9"
- EX PCC PAVEMENT 8" STD REINFORCEMENT
- EX PCC PAVEMENT 10" STD REINFORCEMENT
 - EX PCC PAVEMENT 9-7-9
- PR HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
- PR HOT-MIX ASPHALT SURFACE REMOVAL. 1 1/2"
- PR HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- PR HOT-MIX ASPHALT SURFACE REMOVAL. 2 1/2"
- PR HOT-MIX ASPHALT SURFACE REMOVAL. 3 1/4"
- PR HOT-MIX ASPHALT SURFACE REMOVAL. 3 3/4" PR HOT-MIX ASPHALT SURFACE REMOVAL, 5"

38) PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE. IL-19.0, N105 2 1/4"

RAMP A STA 14+63.86 TO STA 16+77

- PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE. MIX "E", N105 1 1/2"
- PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE,
- PR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30 2"
- PR HOT-MIX ASPHALT SHOULDERS, 4"
- PR AGGREGATE SHOULDERS. TYPE B
- PR PAVEMENT MARKING
- PR FURNISHED EXCAVATION
- PR HIGH TENSION CABLE MEDIAN BARRIER

PAVED SHOULDER SLOPE

4.0% CROSS SLOPE IS DESIRABLE ON NORMAL CROWN SECTIONS

ON THE HIGH SIDE OF SUPERELEVATED CURVES, SLOPE THE SHOULDER SO THAT THE ALGEBRETIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDERS ARE NOT GREATER THAN 8%

ON THE LOW SIDE OF SUPERELEVATED CURVES, SLOPE THE SHOULDER 4% UNLESS THE SUPER ELEVATED SECTION IS GREATER THAN 4% THEN MATCH SUPERELEVATED SLOPE

PAVEMENT SLOPE

1.5% CROSS SLOPE IS DESIRABLE ON CROWN SECTIONS

MATCH EXISTING SLOPE ON SUPERELEVATED SECTIONS UNLESS OTHERWISE NOTED

DRAWN BY

CONTRACT NO. 72659

SANGAMON 248

TOTAL SHEETS NO.

COUNTY

TO STA.

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

.. D6 INTERSTATE RS,BR,M CAB 2008

• FAI55(I-55), FAI72(I-72), FAP666(I-55 BUS)

STA.

REVISIONS NAME ILLINOIS DEPARTMENT OF TRANSPORTATION TYPICAL SECTIONS FAI55(I-55), FAI72(I-72), FAP666(I-55 BUS) SECTION D6 INTERSTATE RS.BR.M CAB 2008 SANGAMON COUNTY SCALE:

DATE VAME SCALE NAME