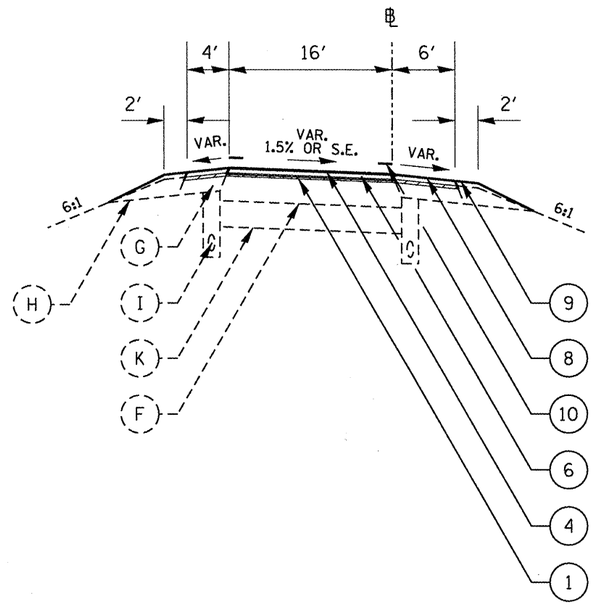
BROADWAY ST.

RAMP A
S.E. = 8.0%
S.A. STA. 4+13.65 TO STA. 6+05.65
S.R. STA. 8+48.55 TO STA. 11+24.55

RAMP B
S.E. = 7.0%
S.A. STA. 6+60.07 TO STA. 8+10.07
S.R. STA. 10+15.13 TO STA. 12+07.13

RAMP C
S.E. = 8.0%
S.A. STA. 4+13.65 TO STA. 6+05.65
S.R. STA. 8+48.55 TO STA. 11+24.55

RAMP D
S.E. = 7.0%
S.A. STA. 3+15.00 TO STA. 4+65.00
S.R. STA. 7+50.06 TO STA. 9+42.06



TYPICAL SECTION 9
MAIN ST.
RAMP C STA. 7+40.31 TO STA. 16+81.00
STRUCTURE OMISSION STA. 16+81.00 TO STA. 23+42.00
STA. 23+42.00 TO STA. 41+15.42
RAMP D STA. 0+00 TO STA. 23+73.90
BROADWAY ST.
RAMP A STA. 0+27.71 TO STA. 20+90.55
RAMP B STA. 0+00 TO STA. 19+10.86
RAMP C STA. 0+27.90 TO STA. 20+90.55
RAMP D STA. 0+00 TO STA. 10+21.71
QUEENWOOD RD.
RAMP A STA. 0+00 TO STA. 16+80.73
RAMP B STA. 0+26.50 TO STA. 20+64.40

MAIN ST.

RAMP C
S.E. = -8.0%
S.A. 22+41.25 TO STA. 24+51.25
S.R. STA. 27+91.03 TO STA. 30+19.03
S.E. = 7.0%
S.A. STA. 32+27.42 TO STA. 33+59.42
S.R. 35+47.42 TO STA. 37+51.42

RAMP D
S.E. = -7.6%
S.A. STA. 12+18.07 TO STA. 14+01.07
S.R.STA. 16+14.97 TO STA. 18+33.97
S.E. = 8%
S.A. STA. 6+60.07 TO STA. 8+10.07
S.R. STA. 10+26.07 TO STA. 12+18.07

QUEENWOOD RD.

RAMP A
S.E. = 7.0%
S.A. STA. 6+60.07 TO STA. 8+10.07
S.R. STA. 10+18.94 TO STA. 12+10.94

RAMP B
S.E. = 7.0%
S.A. STA. 4+92.20 TO STA. 6+84.20
S.R. STA. 9+46.40 TO STA. 11+50.40

LEGEND - EXISTING:

(A) CONTINUOUSLY REINFORCED PCC PAVEMENT, 10 1/4"
(B) STANDARD REINFORCED PCC PAVEMENT, 10"
(C) PCC PAVEMENT, 10"
(D) PCC PAVEMENT, 9"-6"-9" OR 9"-7"-9"
(E) HMA OVERLAY, VAR. DEPTH (SEE NOTES*)
(F) FULL-DEPTH HMA PVMT, 16 3/4" OR 15 3/4" OR 13 1/4" OR 13" (SEE NOTES**)
(G) HMA SHOULDER, VAR. DEPTH (SEE NOTES***)
(H) AGGREGATE SHOULDERS, TYPE B
(I) PIPE UNDERDRAIN, 4"
(J) STABILIZED SUB-BASE, 4"
(K) LIME-MODIFIED SUBGRADE, 12"

NOTES
*HMA SURFACE REMOVAL 3 3/4 IN IS REQUIRED UNDER ALL OVERPASS STRUCTURES. SEE TABULATION OF RESURFACING QUANTITIES FOR LOCATIONS
*RUMBLE STRIPS REQUIRED FOR ALL MAINLINE SHOULDERS
NOTES (APPLY TO THIS SHEET ONLY):
** EXIST. FULL-DEPTH HMA PVMT 13"
*** EXIST. HMA SHOULDER 8"

LEGEND - PROPOSED:

(1) HMA SURFACE REMOVAL, 1 1/2"
(2) HMA SURFACE REMOVAL, 2"
(3) POLYMERIZED HMA SURFACE CSE, MIX "E", N90, 1 1/2" (ON MAINLINE)
(4) POLYMERIZED HMA SURFACE CSE, MIX "D", N70, 1 1/2" (ON RAMPS)
(5) POLYMERIZED HMA BINDER CSE, IL-12.5, N90, 2 1/4"
(6) POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
(7) HMA BASE CSE./BASE CSE WIDENING, 10 3/4"
(8) HMA SHOULDER (SEE SCHEDULE OF SHOULDER QUANTITIES)
(9) AGGREGATE SHOULDER, TYPE B
(10) PVMT MARKING
EDGELINE - GROOVED IN PVMT MARKING
℄ - PREFORMED PLASTIC, TYPE B
(11) TOPSOIL, 4"
(12) PIPE UNDERDRAIN, 4"

FILE NAME = D468914-I-155 Typicals.dgn	USER NAME = johnsontv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-155 TYPICAL SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			155	90(108RS-4)(107,106,106)(RS-2)	TAZEWELL	92	17
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 68914		
	PLOT DATE = 1/9/2012	DATE -	REVISED -		NOT TO SCALE / SHEET NO. 9 OF 15 SHEETS / STA. / TO STA.		ILLINOIS FED. AID PROJECT			