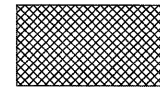
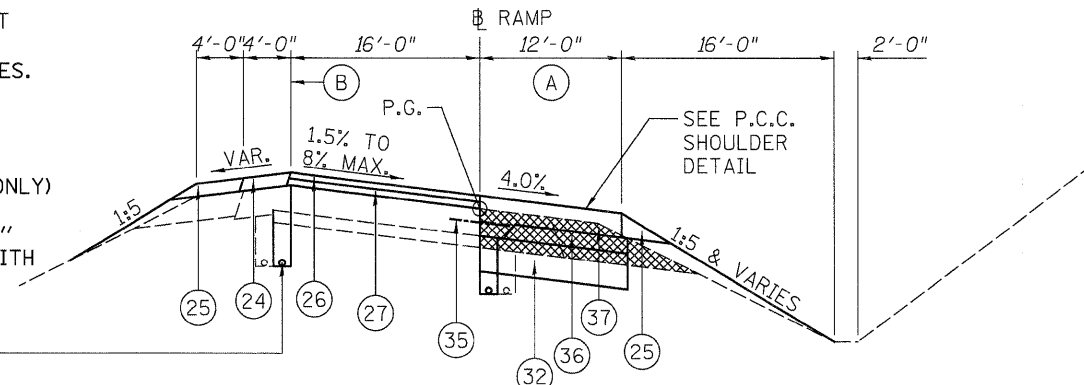


- Ⓐ SHOULDER SLOPES AT SAME RATE AS PAVEMENT BUT NOT LESS THAN SHOWN.
- Ⓑ MAX. 8% ROLL-OVER. SHOULDER SLOPE 4.0% & VARIES.

 - REMOVE EXISTING HMA SHOULDER AND AGGREGATE SHOULDER (OUTSIDE ONLY)


REMOVE EXISTING "NO PARKING SIGNS" FROM ALL RAMPS. TO BE REPLACED WITH NEW SIGNS (SEE SCHEDULES).




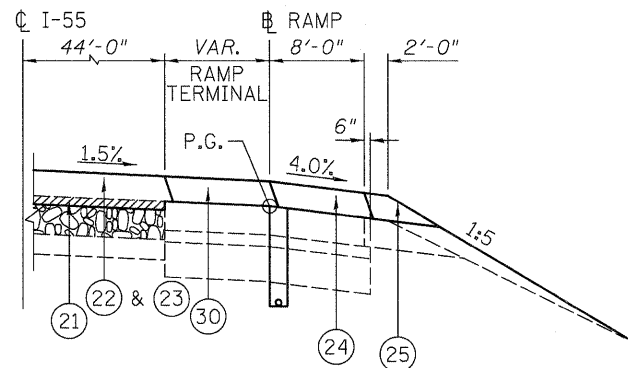
PROPOSED RAMP TYPICAL SECTION

(IL 140, IL 143 INTERCHANGES)

(IL 140)	(IL 143)
STA. 100+33.51 TO STA. 110+60.25	STA. 100+34.16 TO STA. 112+53.81
STA. 205+29.93 TO STA. 218+80.54	STA. 205+29.93 TO STA. 219+46.17
STA. 300+38.11 TO STA. 309+96.69	STA. 300+34.16 TO STA. 312+51.31
STA. 405+29.93 TO STA. 418+61.09	STA. 405+29.93 TO STA. 418+31.19

 - PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (VARIES 3"± TO 8"±)

 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I AS DESCRIBED IN THE SPECIAL PROVISIONS)



PROPOSED RAMP TERMINAL TYPICAL SECTION

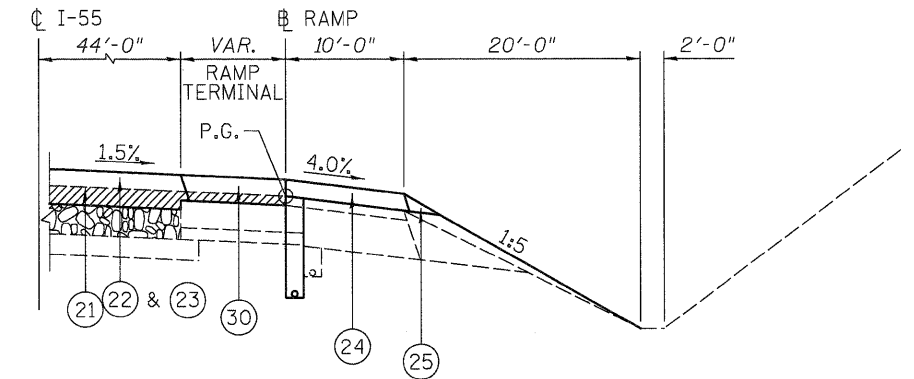
(I-55 NB & SB REST AREAS)

(I-55 SB)	(I-55 NB)
STA. 100+00.00 TO STA. 108+60.00	STA. 100+00.00 TO STA. 108+75.00
STA. 134+30.00 TO STA. 150+66.51	STA. 134+10.00 TO STA. 149+17.80

- Ⓐ PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- Ⓑ PROPOSED HMA SURFACE COURSE 2"
- Ⓒ PROPOSED HMA BINDER COURSE 9 1/2"
- Ⓓ PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- Ⓔ PROPOSED AGGREGATE SHOULDER, TYPE B
- Ⓕ PROPOSED HMA SURFACE COURSE 2"
- Ⓖ PROPOSED HMA BINDER COURSE 2 1/4" & VARIABLE
- Ⓗ PROPOSED HMA SHOULDER 12"
- Ⓙ PROPOSED RIPRAP, CLASS A2 (6" THICK) WITH FILTER FABRIC
- Ⓚ PROPOSED HMA PAVEMENT 8 1/4" OR 8 1/2" (SEE PLAN/PROFILE SHEETS)
- Ⓛ PROPOSED SUBGRADE REINFORCEMENT
- Ⓜ PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- Ⓨ PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"
- Ⓩ PROPOSED PIPE UNDERDRAINS 6"
- Ⓟ PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001) TIE BARS SHALL BE INCLUDED IN THE COST OF P.C.C. SHOULDERS 8" (SPECIAL).
- Ⓠ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C
- Ⓡ PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- Ⓢ PROPOSED PAVEMENT REINFORCEMENT

NOTES:
 (IL 140, IL 143 INTERCHANGES)
 SEE PROFILE TRANSITION ON RAMPS FROM 8 1/4" OR 8 1/2" TO 4 1/4" THICKNESS

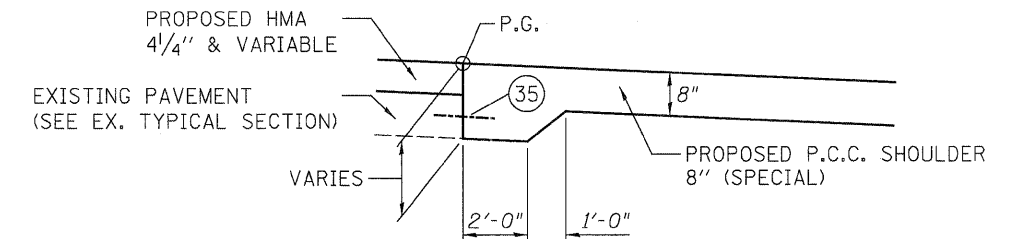
(I-55 NB & SB REST AREAS)
 SEE PROFILE TRANSITION ON RAMPS TO MATCH EXISTING RAMP (BUTT JOINT)



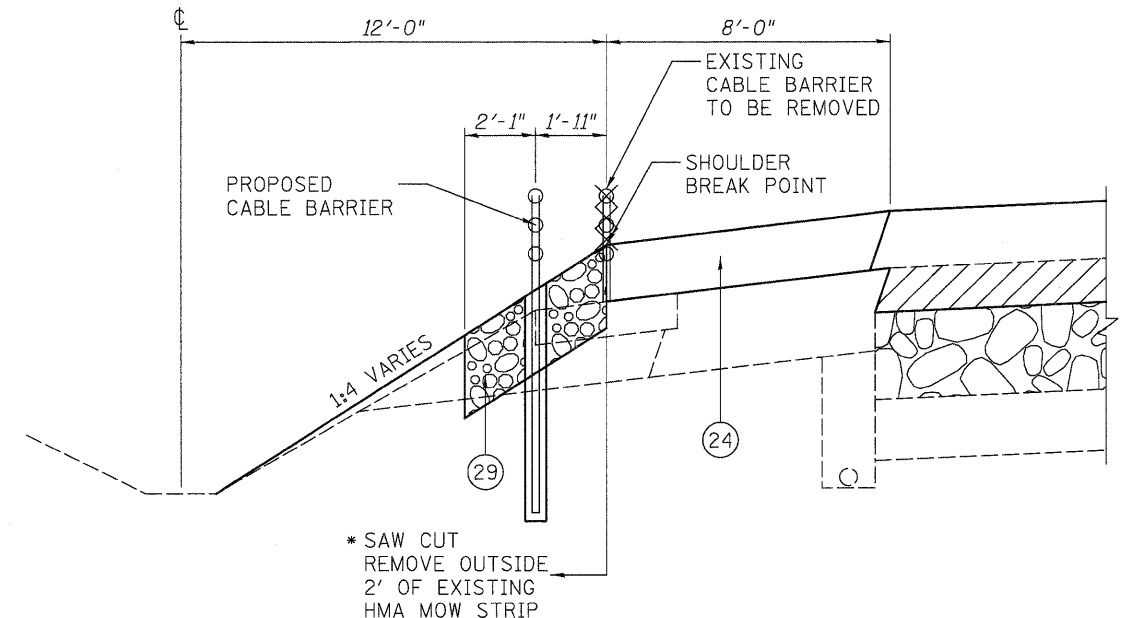
PROPOSED RAMP TERMINAL TYPICAL SECTION

(IL 140, IL 143 INTERCHANGES)

(IL 140)	(IL 143)
STA. 110+60.25 TO STA. 120+10.21	STA. 112+53.81 TO STA. 122+04.08
STA. 200+00.00 TO STA. 205+29.93	STA. 200+00.00 TO STA. 205+29.93
STA. 309+96.69 TO STA. 319+46.46	STA. 312+51.31 TO STA. 322+01.59
STA. 400+00.00 TO STA. 405+29.93	STA. 400+00.00 TO STA. 405+29.93



PROPOSED RAMP P.C.C. SHOULDER DETAIL



RELOCATION OF CABLE BARRIER TYPICAL SECTION

(SEE PLANS FOR LOCATION)

* TO BE PAID FOR AT THE CONTRACT UNIT PRICE SQ. YD. FOR PAVED SHOULDER REMOVAL INCLUDING SAW CUT.

FILE NAME = ...oad\d876e93-ht-tp101.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
JD Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 8.0000' / IN.	DRAWN -	REVISED -					55	60-(1,2)RS-2	MADISON	156	15
PLOT DATE = 06/23/2010 15:32:04	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 76C93							
DATE -	REVISIONS -	REVISIONS -	REVISIONS -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	