JACK IN PLACE
UNDER IL. 140
PIPE CULVERT, CLASS A 54"
SEE DRAIN. MODIF. PLAN

48" STEEL PIPE
BOX CULVERT 8'X3'

STA. 735+25
GRADE AND SHAPE
DITCH CHECK

FL 536.97

STA. 737+00
DRAINAGE STRUCTURE
TO BE CLEANED

IL. ROUTE 140

STA. 738+51.63
SN 060-0073 IL-140

PROPOSED HMA
SHOULDER 12"

EXISTING GUARDRAIL
TO BE REMOVED

LT., STA. 741+25
REMOVE EXISTING END SECTION 24"
REPLACE W/ PRC FLARED END
SECTION 24"

FL 537.17

PROPOSED GUARDRAIL
STA. 738+75.00 TO STA. 739+18.15 (T.B.T. TYPE 6B)
STA. 739+18.15 TO STA. 742+55.65 (SPBGR. TYPE A)
STA. 742+55.65 TO STA. 743+05.65 (T.B.T. TYPE 1 SPL. TANG.)

- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)
- PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"
- PROPOSED P.C.C. PAVEMENT CONNECTION (SEE DETAIL)

HMA SHOULDER
RAMP 4
CONC.
HMA
PC Sta 406+62.54
AC
STA. 747+00.00
150.00' LT

EX. PVMT DRAINS
(TYP.)
PI Sta 408+96.94

MATCHLINE STA. 735+00

735+00
740+00
745+00
405+00
MATCHLINE STA. 750+00

12" RCP
24" RCP
INLET
HMA SHOULDER
I-55 NORTH BOUND LANE
I-55 SOUTH BOUND LANE
℄ FAI ROUTE I-55

BRIDGE PIER
SLOPE WALL

EX. TY. A INLET
W/TY 8 GRATE

STA. 741+50
DRAINAGE STRUCTURE
TO BE CLEANED

STA. 740+00
DRAINAGE STRUCTURE
TO BE CLEANED

FL 537.93

REVERSE CURVE DATA
℄ N. & S. BOUND PAVEMENTS
P.I. 32' RT. & LT. STA. 734+72.18 & 742+31.24
P.I. 28' RT. & LT. STA. 737+25.20 & 739+78.22
Δ = 0° 54' 21.4"
D = 0° 21' 29"
R = 16,000.00
T = 126.50'
L = 253.02'
E = 0.50'
e = NONE
P.C. 32' RT. & LT. STA. 733+45.68
P.R.C. 30' RT. & LT. STA. 735+98.70 & STA. 741+04.74
P.C.C. 28' RT. & LT. STA. 738+51.72
P.T. 32' RT. & LT. STA. 743+57.74

EXISTING GUARDRAIL
TO BE REMOVED

PROPOSED GUARDRAIL
STA. 735+00 TO STA. 737+85.85 (SPBGR. TYPE A)
STA. 737+85.85 TO STA. 738+29.00 (T.B.T. TYPE 6B)

RT., STA. 741+70
REMOVE EXISTING END SECTION 24"
REPLACE W/ PRC FLARED END
SECTION 24"

+94 BEGIN RUBBLIZATION

REMOVE EXISTING CABLE BARRIER AND 2' OF HMA MOW STRIP.
PROPOSED HIGH TENSION CABLE MEDIAN BARRIER SYSTEM.
10' (MIN.) FROM CENTERLINE FAI RTE. 55
(SEE TYPICAL SECTION) (TYP.)

PI Sta 305+88.54
PT Sta 308+96.70
RAMP 3
1310+00
1305+00
STA. 747+00.00
150.00' RT

1"=50'
0' 10' 20' 30' 40' 50' 100' 150'

PROPOSED PROFILE CORRECTION (ELEVATIONS)
LIMITS OF CONTINUOUSLY REINFORCED P.C.C. PAVEMENT 14"

560 555 550 545 540 535 530 525 520

735+00	736+00	737+00	738+00	739+00	740+00	741+00	742+00	743+00	744+00	745+00	746+00	747+00	748+00	749+00	750+00
543.36	542.76	542.17	541.64	541.25	541.00	540.88	540.90	541.06	541.35	541.78	542.34	543.04	543.80	544.49	545.08
542.85 (MB)	542.33	541.89	541.47	541.29	541.12	541.06	541.15	541.29	541.52	541.95	542.41	542.95	543.49	544.04	544.55
542.38(ORG. CONC.)	541.87	541.37	540.97	540.69	540.52	540.48	540.55	540.74	541.04	541.47	541.99	542.53	543.07	543.61	544.14
542.93(SB)	542.41	541.97	541.55	541.28	541.06	541.09	541.15	541.31	541.61	542.02	542.53	543.09	543.68	544.31	544.81

545.57	545.96	546.25	546.43	546.52
545.02	545.40	545.70	545.87	545.96
544.60	545.00	545.25	545.44	545.55
545.26	545.55	545.79	545.98	546.03

746+00	747+00	748+00	749+00	750+00
546.02	546.07	546.11	546.15	546.10
545.58	545.96	545.95	545.87	545.79
545.55	545.96	545.89	545.81	545.72
546.07	546.10	546.13	546.08	546.03

546.03	545.95	545.87	545.79	545.70 (MB)
545.51	545.89	545.81	545.72	545.62(SB)
545.45	545.39	545.30	545.21	545.11 (ORG. CONC.)
546.03	546.06	546.04	545.96	545.85

PROPOSED PROFILE
500.00' V.C.
450.00' V.C.

+75.00 EL. 541.61
+00.00 EL. 542.17
-1.03%
ORIGINAL CONCRETE PAVEMENT
PROFILE GRADE

EXISTING CLEARANCE
NB LANE 17' 3"

EXISTING CLEARANCE
SB LANE 16' 3"
(PROP. CLEARANCE 16' 6")

VPI STA. 738+00.00
ELEVATION 539.29
PROPOSED
VPI STA. 738+50.00
ELEVATION 539.20
-1.19%
+1.54%

+25.00 EL. 541.72
+00.00 EL. 543.04
+1.08%
+37.12 EL. 543.61

+26.00 EL. 543.89
SEE PAVEMENT PROFILE TRANSITION (4)
PROPOSED PROFILE
370.00' V.C.
300.00' V.C.

PROPOSED
VPI STA. 743+22.12
ELEVATION 546.45
+1.54%
+0.04%
VPI STA. 743+76.00
ELEVATION 545.51

+07.12 EL. 546.52
+26.00 EL. 545.57

VPI STA. 747+26.00
ELEVATION 545.64
+0.04%
-0.19%
+26.00 EL. 545.26
400.00' V.C.

PROPOSED HMA SURFACE
AND BINDER (11 1/2")
(TYPICAL)
(SB I-55)
(NB I-55)

PROPOSED HMA SURFACE
REMOVAL (VARIABLE DEPTH)
(TYPICAL)

NOTE FOR MAINLINE ELEVATIONS:
THE ORIGINAL CONCRETE ELEVATIONS SHOWN BELOW ARE TAKEN FROM OLD AS-BUILT PLANS.
(SB & NB) ELEVATIONS SHOWN BELOW ARE THE EXISTING SURVEYED ELEVATIONS.
THE PROPOSED PROFILE GRADE WOULD BE THE ORIGINAL CONCRETE PAVEMENT PROFILE GRADE PLUS 11 1/2 INCHES, EXCEPT IN THOSE AREAS IDENTIFIED AS PROFILE CORRECTIONS.

SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
ALL REVISIONS MADE
CADD FILE NAME
NOTE BOOK
NO.
PLAN
DATE
BY

SURVEYED
PLOTTED
GRADES CHECKED
ALL REVISIONS DRAWN
STRUCTURE NO(S) CK'D
NOTE BOOK
NO.
PROFILE
DATE
BY

FILE NAME = ...\cadd\D876C93-sht-plnprf1.dgn
USER NAME = SJS
PLOT SCALE = 50.0000 ' / IN.
PLOT DATE = 06/23/2010 15:33:01
DESIGNED -
DRAWN -
CHECKED -
DATE -
REVISED -
REVISED -
REVISED -

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 55 (I-55)

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 735+00 TO STA. 750+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-2	MADISON	156	42
		CONTRACT NO. 76C93		
	ILLINOIS FED. AID PROJECT			