- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)

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)

MATCHLINE STA. 810+00

MATCHLINE STA. 825+00

STA. 815+00.00 200.00' LT

STA. 817+50.00 185.00' LT

STA. 822+00.00 215.00' LT

POT Sta 139+67.88

PT Sta 137+25.31

PC Sta 134+09.69

PI Sta 135+67.98

PI Sta 135+72.17

PI Sta 133+98.45

PI Sta 128+80.70

PC Sta 128+18.

PT Sta 130+

PC Sta 132+99.95

PCC Sta 134+94.21

PT Sta 136+49.69

STA. 821+99.00 160.00' RT

STA. 824+35.00 160.00' RT

FL 525.69

FL 523.11

FL 518.80

FL 518.62

FL 518.31

FL 518.

EX. PVMT DRAINS (TYP.)

INLET

24" RCP

10" RCP

STA. 812+35 DRAINAGE STRUCTURE TO BE CLEANED

I-55 NORTH BOUND LANE

I-55 SOUTH BOUND LANE

℄ FAI ROUTE I-55

CONC. SHOULDER

HMA SHOULDER

CONC.

AC

125+00 130+00 135+00 140+00 145+00 810+00 815+00 820+00

8' 4' 24' 6' 10'

REST AREA S.B.

1"=50'

0' 10' 20' 30' 40' 50' 100' 150'

BM #10 - CUT SQUARE ON W. LEG OF SIGN FOUNDATION. 92'LT., STA. 818+06 ELEV. 522.401'

545 540 535 530 525 520 515 510 505

VPI STA. 811+87.00 ELEVATION 532.41

-0.25%

-0.98%

+87.00 EL. 530.45

+84.00 EL. 520.68

400.00' V.C.

PROPOSED HMA SURFACE AND BINDER (11 1/2") (TYPICAL)

PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH) (TYPICAL)

(SB I-55)

(NB I-55)

ORIGINAL CONCRETE PAVEMENT PROFILE GRADE

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.

	810+00	811+00	812+00	813+00	814+00	815+00	816+00	817+00	818+00	819+00	820+00	821+00	822+00	823+00	824+00	825+00
(NB) (ORG. CONC.)	533.08	532.91	532.68	532.43	532.16	531.88	531.48	531.03	530.57	530.12	529.63	529.14	528.65	528.16	527.67	527.16
	526.63	526.08	525.61	525.15	524.67	524.18	523.67	523.17	522.66	522.15	521.67	521.19	520.71	520.24	519.86	
(SB) (ORG. CONC.)	533.08	532.88	532.72	532.75	532.51	532.50	532.26	532.21	531.96	531.90	531.62	531.57	531.23	531.14	530.80	530.69
	530.32	530.19	529.83	529.69	529.34	529.19	528.85	528.69	528.36	528.17	527.87	527.65	527.38	527.18	526.89	526.70
	526.40	526.17	525.91	525.66	525.42	525.17	524.93	524.68	524.44	524.19	523.95	523.71	523.46	523.24	522.97	522.77
	522.48	522.26	521.99	521.76	521.50	521.29	521.01	520.83	520.53	520.40	520.08	519.99	519.68			

FILE NAME = ...\cadd\D876C93-sht-plnprf1.dgn	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois		DRAWN -	REVISED -	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -	
	PLOT DATE = 06/23/2010 15:33:05	DATE -	REVISED -	

FAI ROUTE 55 (I-55)

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 810+00 TO STA. 825+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-2	MADISON	156	47

CONTRACT NO. 76C93

ILLINOIS | FED. AID PROJECT

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NOTATIONS CKD'D, NOTE BOOK, NO., BY, DATE