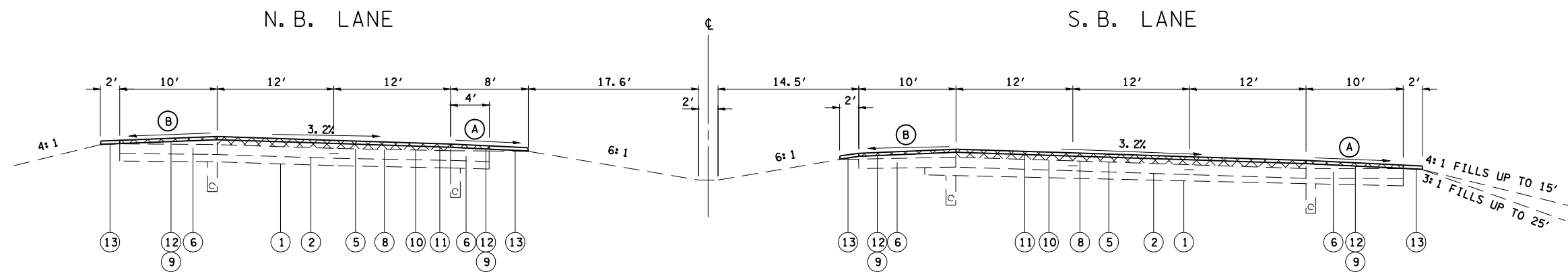


N. B. & S. B. STA. 369+90 TO 371+10 (TRANSITION)
 N. B. & S. B. STA. 371+10 TO 379+90
 N. B. & S. B. STA. 379+90 TO 381+10 (TRANSITION)



N. B. & S. B. STA. 348+90.93 TO 350+62.96 (TRANSITION)
 N. B. & S. B. STA. 349+10.84 TO 350+62.96 (TRANSITION)
 N. B. & S. B. STA. 350+62.96 TO 364+73.96
 N. B. & S. B. STA. 364+73.96 TO 366+62.96 (TRANSITION)

SUPERELEVATED SECTION

- I-55 LEGEND**
- ① EXIST SUB-BASE GRANULAR MATERIAL 6"
 - ② EXIST 10" S.R PCC PAVEMENT
 - ③ EXIST 10" PCC PAVEMENT
 - ④ EXIST 11" CR. RCC PAVEMENT
 - ⑤ EXIST HOT MIX ASPHALT 5" AND VAR
 - ⑥ EXIST HOT MIX ASPHALT SHOULDERS
 - ⑦ EXIST TEMP CONC BARRIER WALL
 - ⑧ PROP HOTMIX ASPHALT SURF REM. VAR DEPTH
 - ⑨ PROP HOT MIX ASPHALT SURF REM, 2"
 - ⑩ PROP HOT MIX ASPHALT BINDER, CSE, VAR DEPTH
 - ⑪ PROP HOT MIX ASPHALT SURFACE, CSE, 1 1/2"
 - ⑫ PROP HOT MIX ASPHALT SHOULDERS, 2" TYPICAL
 - ⑬ PROP AGG. SHOULDERS, WEDGE

SHOULDER SLOPES

- Ⓐ LOW SIDE
 WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4%, THE SHOULD SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8%.
- Ⓑ HIGH SIDE
 SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE BUT NOT LESS THAN 4%.

SEE DETAILS FOR HIGH TENSION CABLE MEDIAN BARRIER

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS I 55			F.A.I. RTE. 55	SECTION 84-2(RS-3)	COUNTY SANGAMON	TOTAL SHEETS 156	SHEET NO. 32
et:\pw\work\PWIDOT\LAUGHLINRL\0176540\0672043-sht-typico1.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 72D43		
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									