- 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)

STA. 530+79 DRAINAGE STRUCTURE TO BE CLEANED

INLET

HMA SHOULDER

I-55 NORTH BOUND LANE

℄ FAI ROUTE I-55

MATCHLINE STA. 530+00

MATCHLINE STA. 545+00

MATCHLINE STA. 409+00.00

Sta. 532+53.26 160.00' LT

Sta. 535+78.30 160.00' LT

Sta. 541+66.43 190.00' LT

Sta. 543+58.32 210.00' LT

Sta. 531+77.58 165.00' RT

Sta. 532+58.38 200.00' RT

Sta. 534+50.00 185.55' RT

Sta. 534+50.00 125.00' RT

Sta. 535+78.30 136.00' RT

Sta. 539+88.26 175.00' RT

EXIST. CURVE C3
PI STA. = 551+01.70
Δ = 9° 04' 24" (LT)
D = 0° 18' 00"
R = 19,098.60'
T = 1,515.38'
L = 3,024.43'
E = 60.02'
e = N.C.
P.C. STA. = 535+86.32
P.T. STA. = 566+10.75

EXIST. CURVE C118
PI STA. = 119+48.34
Δ = 1° 40' 17" (RT)
D = 0° 12' 53"
R = 26,681.37'
T = 389.18'
L = 778.30'
E = 2.84'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 115+59.16
P.T. STA. = 123+37.46

1"=50'

EXIST. 574.21 574.06 573.95 573.85 573.75 573.64 573.47 573.30 573.16 573.04 572.90 572.75 572.53 572.29 572.05 571.80 571.50 571.21 570.99 570.76 570.51 570.25 570.00 569.74 569.46 569.19 568.94 568.69 568.37 568.02 567.57

575 570 565

-0.29%

600.00' V.C.

+50.00 EL. 574.35

+20.00 EL. 574.95

360.00' V.C.

+80.00 EL. 572.34

VPI STA. 535+00.00 ELEVATION 573.85

EXIST. TOP CONC. (NB I-55)

EXIST. (NB I-55)

PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)

-0.49%

+20.00 EL. 569.76

VPI STA. 545+00.00 ELEVATION 568.91

360.00' V.C.

TOP EX. CONC. 573.78 575.06 573.62 574.90 573.52 574.80 573.40 574.68 573.27 574.55 573.12 574.40 572.98 574.26 572.83 574.10 572.66 573.93 572.47 573.74 572.27 573.54 572.05 573.32 571.81 573.09 571.57 572.85 571.32 572.60 571.07 572.35 570.83 572.11 570.58 571.86 570.33 571.61 570.09 571.37 569.84 571.12 569.60 570.88 569.35 570.63 569.10 570.38 568.86 570.14 568.61 569.89 568.36 569.63 568.05 569.32 567.68 568.95 567.25 568.52

PROP. 573.71 574.99

NORTHBOUND

530+00 531+00 532+00 533+00 534+00 535+00 536+00 537+00 538+00 539+00 540+00 541+00 542+00 543+00 544+00 545+00

EXIST. 573.09 572.99 572.88 572.80 572.73 572.69 572.66 572.59 572.48 572.39 572.31 572.19 572.03 571.86 571.70 571.52 571.32 571.09 570.84 570.59 570.33 570.07 569.82 569.56 569.33 569.10 568.86 568.62 568.31 568.00 567.52

NOTE: TOP OF EXISTING CONCRETE PAVEMENT (BASED ON CORES TAKEN @ 100 FT. INTERVALS)

575 570 565

-0.18%

600.00' V.C.

+50.00 EL. 573.55

+70.00 EL. 571.32

360.00' V.C.

+50.00 EL. 572.24

VPI STA. 535+00.00 ELEVATION 572.99

EXIST. TOP CONC. (SB I-55)

EXIST. (SB I-55)

PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (TYPICAL)

-0.42%

+99.00 EL. 569.58

VPI STA. 544+75.00 ELEVATION 569.15

-0.44%

360.00' V.C.

TOP EX. CONC. 572.58 573.86 572.48 573.76 572.41 573.69 572.34 573.62 572.25 573.53 572.16 573.44 572.07 573.35 571.97 573.26 571.86 573.15 571.73 573.03 571.59 572.88 571.43 572.73 571.26 572.55 571.08 572.36 570.90 572.16 570.72 571.95 570.54 571.74 570.36 571.54 570.16 571.33 569.96 571.12 569.74 570.91 569.52 570.71 569.29 570.50 569.05 570.29 568.82 570.08 568.58 569.88 568.31 569.63 567.99 569.30 567.61 568.91 567.17 568.49

PROP. 572.53 573.81

SOUTHBOUND

530+00 531+00 532+00 533+00 534+00 535+00 536+00 537+00 538+00 539+00 540+00 541+00 542+00 543+00 544+00 545+00

PROFILE: SCRATCHED, PLOTTED, NOTE BOOK, VOL., DATE, CHANGES CHECKED, FINAL PLANS, CADD FILE NAME

PLAN: SCRATCHED, PLOTTED, NOTE BOOK, VOL., DATE

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -
Jensen, Dege & Quisenberry CONSULTING ENGINEERS Springfield, Illinois		CHECKED -	REVISED -
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -
	PLOT DATE = #DATE#	CHECKED -	REVISED -

1 6-6-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 55 (I-55)

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. 530+00 TO STA. 545+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	36
		CONTRACT NO. 76099		
	ILLINOIS FED. AID PROJECT			