- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD I)
- PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12″
- PROPOSED FLEXIBLE PAVEMENT CONNECTOR (SEE CRPCC PAVEMENT/FLEXIBLE PAVEMENT CONNECTOR DETAIL)

① STA. 636+22
REMOVE EXIST. 24″ CMP
REPLACE WITH PIPE CULVERT, CLASS A,
TYPE 1 24″ X 88′
W/2 COLLARS
(SEE DRAINAGE DETAIL 1)

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)

PROPOSED GUARDRAIL
NB D.L. STA. 643+62 TO STA. 644+05 (T.B.T. TYPE 6B
NB D.L. STA. 644+05 TO STA. 646+67.5 (SPBGR. TYPE A - 6′ POST)
NB D.L. STA. 646+67.5 TO STA. 647+17.5 (T.B.T. TYPE 1 SPL. TANG.)

Sta. 636+00.00
150.00′ LT

Sta. 642+20.40
150.00′ LT

Sta. 647+00.00
120.00′ LT

EXISTING GUARDRAIL
TO BE REMOVED

FL 538.86

STA. 635+77
DRAINAGE STRUCTURE
TO BE CLEANED

BOX CULVERT
10′ X 5′

+00 END RUBBLIZATION

PROPOSED HMA
SHOULDER 12″

Sta. 642+40.10
100.00′ LT

CHURCH ROAD

SLOPE WALL

BRIDGE PIER

24″ CMP

EAST FRONTAGE ROAD

FL 553.36

+00 BEGIN RUBBLIZATION

STA. 643+76.22
S.N. 060-0181

MATCHLINE STA. 635+00

MATCHLINE STA. 650+00

HMA SHOULDER

INLET

635+00

640+00

645+00

I-55 NORTH BOUND LANE

I-55 SOUTH BOUND LANE

24″ CMP

24″ RCP

℄ FAI ROUTE I-55

HMA

AGG SHOULDER

FRONTAGE ROAD

18″ CMP

BOX CULVERT
10′ X 5′

FL 548.51

FL 549.65

FL 556.39

FL 556.42

② STA. 636+00
SEE BOX CULVERT REPAIR PLANS FOR
10′ X 5′ RCBC UNDER FRONTAGE ROAD.

RT., STA. 636+43
REMOVE EXIST. 18″ CMP
REPLACE WITH PIPE CULVERT, CLASS A, TYPE 1 18″ X 36′
W/1 COLLAR - W/ PRC FLARED END SECT. 18″
(UP STREAM END)
(SEE DRAINAGE DETAIL 2)

RT., STA. 636+00
REMOVE EXIST. 18″ CMP
REPLACE WITH PIPE CULVERT,
CLASS A, TYPE 1 18″ X 46′
W/1 COLLAR - W/ PRC FLARED END SECT. 18″
(UP STREAM END)
(SEE DRAINAGE DETAIL 2)

EXISTING GUARDRAIL
TO BE REMOVED

PROPOSED GUARDRAIL
SB D.L. STA. 636+50 TO STA. 637+00 (T.B.T. TYPE 1 SPL. TANG.)
SB D.L. STA. 637+00 TO STA. 643+50 (SPBGR. TYPE A - 9′ POST)
SB D.L. STA. 643+50 TO STA. 643+93 (T.B.T. TYPE 6B)

STA. 643+57 AND STA. 644+00
REMOVE EXIST. IMPACT ATTENUATORS
REPLACE WITH IMPACT ATTENUATOR
(NON-REDIRECTIVE), TEST LEVEL 3

STA. 644+69
DRAINAGE STRUCTURE
TO BE CLEANED

STA. 644+69
CLEAN OUT EXIST.
24″ RCP

PROPOSED GUARDRAIL
SB D.L. STA. 644+07 TO STA. 644+50 (T.B.T. TYPE 6B)
SB D.L. STA. 644+50 TO STA. 650+00 (SPBGR. TYPE A - 9′ POST)

1″=50′
0′ 10′ 20′ 30′ 40′ 50′ 100′ 150′

PLAN
SURVEYED
PLOTTED
CROSS CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
CROSS CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

EXIST. 558.65 558.48 558.43 558.45 558.52 558.71 558.90 559.07 559.24 559.38 559.52 559.63 559.74 559.89 560.05 560.27 560.49 560.66 560.80 560.94 561.06 561.17 561.34 561.50 561.65 561.80 561.97 562.13 562.16 562.19 562.17

565 / 560 / 555

360.00′ V.C.

+80.00 EL. 559.28

PROPOSED HMA SURFACE (FD) 11 1/2″
EXIST. (NB I-55)

+00 LIMITS OF CRPCC PAVEMENT 12″ EX. HMA AND PCC PAV'T TO BE REMOVED

VPI STA. 640+00.00
ELEVATION 560.30

+20.00 EL. 560.30

PROP. CLEAR. 16′-5″

PROP. CLEAR. 16′-3 1/2″

+80.00 EL. 561.33

LIMITS OF CRPCC PAVEMENT 12″

+00

VPI STA. 648+85.00
ELEVATION 563.08

-0.21%

+0.32%

+0.00%

+0.57%

VPI STA. 635+00.00
ELEVATION 558.70

EXIST. TOP CONC. (NB I-55)

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

+20.00 EL. 559.72

PROP. FLEXIBLE PAV'T CONNECTOR (TYPICAL)

+80.00 EL. 560.30

PROP. POLY. HMA SURF. CSE. (SMA) 2″
PROP. POLY. HMA BINDER CSE. 2 1/2″
PROP. CRPCC PAVEMENT 12″
PROP. AGGREGATE BASE CSE., TY. A 12″

VPI STA. 644+00.00
ELEVATION 560.30

+05.00 EL. 562.05

360.00′ V.C.

NORTHBOUND

TOP EX. CONC. 558.12 557.95 557.90 557.98 558.12 558.26 558.41 558.55 558.69 558.84 558.98 559.13 559.29 559.44 559.60 559.76 559.92 560.08 560.24 560.40 560.56 560.72 560.89 561.05 561.21 561.36 561.49 561.57 561.61 561.60 561.55
PROP. 559.41 559.23 559.16 559.20 559.34 559.50 559.66 559.82 559.95 560.06 560.16 560.22 560.27 560.30 560.30 560.31 560.35 560.43 560.56 560.72 560.92 561.17 561.45 561.73 562.02 562.28 562.49 562.65 562.75 562.80 562.79

635+00 636+00 637+00 638+00 639+00 640+00 641+00 642+00 643+00 644+00 645+00 646+00 647+00 648+00 649+00 650+00

EXIST. 558.47 558.27 558.12 558.28 558.44 558.61 558.79 558.95 559.12 559.32 559.49 559.63 559.77 559.93 560.10 560.24 560.37 560.67 560.82 560.97 561.00 561.16 561.32 561.48 561.66 561.85 561.99 562.09 562.14 562.16 562.11

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

565 / 560 / 555

360.00′ V.C.

+90.00 EL. 559.10

PROPOSED HMA SURFACE (FD) 11 1/2″
EXIST. (SB I-55)

+00 LIMITS OF CRPCC PAVEMENT 12″ EX. HMA AND PCC PAV'T TO BE REMOVED

VPI STA. 640+00.00
ELEVATION 560.13

+95.00 EL. 560.27

PROP. CLEAR. 16′-5 1/2″

PROP. CLEAR. 16′-5″

+55.00 EL. 561.35

LIMITS OF CRPCC PAVEMENT 12″

+50

VPI STA. 648+85.00
ELEVATION 563.08

-0.18%

+0.33%

+0.07%

+0.53%

VPI STA. 635+10.00
ELEVATION 558.50

EXIST. TOP CONC. (SB I-55)

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

+20.00 EL. 559.53

+80.00 EL. 560.26

VPI STA. 643+75.00
ELEVATION 560.40

PROP. POLY. HMA SURF. CSE. (SMA) 2″
PROP. POLY. HMA BINDER CSE. 2 1/2″
PROP. CRPCC PAVEMENT 12″
PROP. AGGREGATE BASE CSE., TY. A 12″

+05.00 EL. 562.13

PROP. FLEXIBLE PAV'T CONNECTOR (TYPICAL)

360.00′ V.C.

SOUTHBOUND

TOP EX. CONC. 557.93 557.72 557.63 557.65 557.77 557.97 558.16 558.35 558.54 558.73 558.92 559.10 559.27 559.44 559.60 559.76 559.92 560.08 560.24 560.40 560.56 560.72 560.89 561.05 561.21 561.36 561.49 561.57 561.61 561.60 561.55
PROP. 559.24 559.05 558.97 559.00 559.13 559.30 559.46 559.63 559.77 559.90 560.01 560.10 560.18 560.23 560.27 560.33 560.42 560.53 560.68 560.86 561.08 561.32 561.58 561.85 562.11 562.35 562.54 562.69 562.78 562.83 562.83

635+00 636+00 637+00 638+00 639+00 640+00 641+00 642+00 643+00 644+00 645+00 646+00 647+00 648+00 649+00 650+00

FILE NAME = ...\cadd\D876D99-Sht-Plnprf9.dgn	USER NAME = $(USER)	DESIGNED -	REVISED -
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois		CHECKED -	REVISED -
	PLOT SCALE = 100.0000 ′ / IN.	DRAWN -	REVISED -
	PLOT DATE = 02/02/2012 17:37:22	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI ROUTE 55 (I-55)

SCALE: 1″ = 50′ | SHEET NO. OF SHEETS | STA. 635+00 TO STA. 650+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-3	MADISON	212	43
		CONTRACT NO. 76D99		
	ILLINOIS FED. AID PROJECT			