PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
STRUCTURE NO(S)/ITMS CKD
BY
DATE

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

STA. 989+78
REMOVE EXISTING INLET AND 15" CMP CULVERT
REPLACE W/ FLUSH INLET BOX
FOR MEDIAN (STANDARD 542546)
PIPE CULVERT, CLASS A, TYPE 1 24"x74'
W/ PRC FLARED END SECTION 24"
(SEE PIPE SECTION)
GRADE AND SHAPE MEDIAN DITCH CHECK

PROPOSED GUARDRAIL
STA. 977+32.79 TO STA. 977+47.58 (T.B.T. TYPE 2)
STA. 977+47.58 TO STA. 980+35.08 (SPBGR. TYPE A)
STA. 980+35.08 TO STA. 975+85.08 (T.B.T. TYPE 1 SPL. TANG.)

EXISTING GUARDRAIL TO BE REMOVED

STA. 977+77.64
SN 060-0179 FRUIT RD.

STA. 978+00.00
100.00' LT

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. 975+00

MATCHLINE STA. 990+00

+60 END RUBBLIZATION

+70 BEGIN RUBBLIZATION

FL 534.01
FL 533.58
FL 533.98
FL 531.42
FL 534.17
FL 534.09
FL 535.05
FL 533.94

FRUIT ROAD
SLOPE WALL
BRIDGE PIER
36" RCP
36" RRP
15" CMP
INLET

HMA SHOULDER
I-55 NORTH BOUND LANE
I-55 SOUTH BOUND LANE
℄ FAI ROUTE I-55
EX. PVMT DRAINS (TYP.)

10'
24'
8'
4"
6"

975+00
980+00
985+00

EXISTING GUARDRAIL TO BE REMOVED

STA. 983+42
REMOVE EXISTING INLET
CONSTRUCT INLET, TYPE B, W/ MEDIAN INLET (604106)
RECONNECT TO EXISTING 36" TEE RISER
(SEE DRAINAGE DETAIL 4)

PROPOSED GUARDRAIL
STA. 975+00 TO STA. 975+19.92 (T.B.T. TYPE 1 SPL. TANG.)
STA. 975+19.92 TO STA. 978+07.42 (SPBGR. TYPE A)
STA. 978+07.42 TO STA. 978+22.21 (T.B.T. TYPE 2)

BM #7 - CUT SQUARE ON HDWL
79'LT., STA. 983+43 ELEV. 535.249'

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

MINIMUM CLEARANCE 16' 3"
ENGINEER TO VERIFY
PRIOR TO CONSTRUCTION

PROPOSED HMA PAVEMENT 11 1/2"
END RUBBLIZATION
+60
+00
+30
+70
BEGIN RUBBLIZATION
PROPOSED HMA PAVEMENT 8"
PROPOSED HMA PAVEMENT 11 1/2"
1:480
1:480
EXISTING CLEARANCE NB LANE 16' 5"
(PROP. CLEARANCE 16' 3")
+0.20%
975+00 976+00 977+00 978+00 979+00 980+00

PROPOSED N.B. PAVEMENT TRANSITION
SEE PAVEMENT PROFILE TRANSITION (3)
DO NOT RUBBLIZE N.B. LANES

6" EXISTING HMA (TO BE REMOVED)

EXISTING CLEARANCE NB LANE 16' 5"
EXISTING CLEARANCE SB LANE 16' 10"
(PROP. CLEARANCE 16' 4")

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

(SB I-55)
(NB I-55)

ORIGINAL CONCRETE PAVEMENT PROFILE GRADE

PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH) (TYPICAL)

+0.20%

PROPOSED PROFILE CORRECTION (ELEVATIONS)

+20.00 EL. 541.94
+40.00 EL. 541.02

540.00' V.C.
PROPOSED PROFILE
SEE PAVEMENT PROFILE TRANSITION (4)
500.00' V.C.

+0.20%
+3.00%

PROPOSED VPI STA. 989+90.00
ELEVATION 542.48
VPI STA. 989+90.00
ELEVATION 541.52

560	555	550	545	540	535	530	525	520
								538.99(SB) 538.54(ORG. CONC.)
				539.01 (NB)				539.11
								539.20
								539.31
								539.42
								539.53
								539.61
								539.63
								539.75
								539.84
								539.93
								540.03
								540.13
								540.22
								540.30
								540.41
								540.52
								540.62
								540.72
								540.81
								540.91
								541.02
								541.12
								541.22
								541.33
								541.47
								541.69
								542.04
								542.51
								543.16
								543.94 (NB) 543.44(ORG. CONC.)
								543.91 (SB) 543.44(ORG. CONC.)
								544.53
								542.02
								542.27
								542.64
								543.14
								543.77
538.99(SB) 538.54(ORG. CONC.)	539.05 538.64	539.17 538.74	539.30 538.84	539.37 538.94	539.44 539.04	539.59 539.14	539.62 539.24	539.72 539.34	539.82 539.44	539.93 539.54	540.05 539.64	540.17 539.74	540.28 539.84	540.38 539.94	540.46 540.04	540.52 540.14	540.62 540.24	540.73 540.34	540.86 540.44	540.98 540.54	541.06 540.64	541.12 540.74	541.20 540.84	541.28 540.94	541.47 541.05	541.68 541.24	542.09 541.58	542.54 542.06	543.21 542.68						

975+00 976+00 977+00 978+00 979+00 980+00 981+00 982+00 983+00 984+00 985+00 986+00 987+00 988+00 989+00 990+00

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.

FILE NAME = ...\cadd\D876C93-sht-plnprf1.dgn	USER NAME = SJS	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 06/23/2010 15:33:15	DATE -	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. 975+00 TO STA. 990+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-(1,2)RS-2	MADISON	156	58
		CONTRACT NO. 76C93		
		ILLINOIS FED. AID PROJECT		