

EXISTING LEGEND:

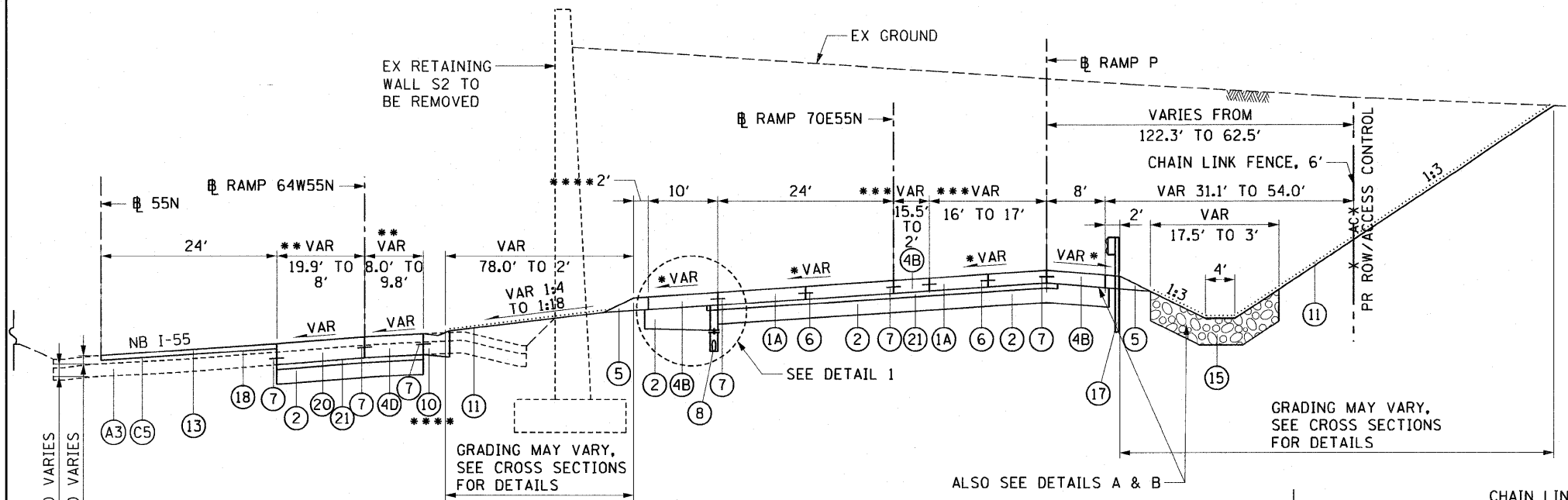
- (A) PCC PAVEMENT (REINFORCED)
 - (A1) - 9 1/2" AND VARIES
 - (A2) - 10" AND VARIES
 - (A3) - 10 1/4" AND VARIES
 - (A4) - 10 1/2" AND VARIES
 - (A5) - 10 3/4" AND VARIES
 - (A6) - 12" AND VARIES
- (B) PCC SHOULDERS
 - (B1) - 10 1/2" AND VARIES
 - (B2) - 12" AND VARIES
 - (B3) - 18" AND VARIES
- (C) HMA OVERLAY
 - (C1) - 2 1/4" AND VARIES
 - (C2) - 3 1/2" AND VARIES
 - (C3) - 3 3/4" AND VARIES
 - (C4) - 5 1/2" AND VARIES
 - (C5) - 6 3/4" AND VARIES
 - (C6) - 10" AND VARIES
- (D) HMA SURFACE COURSE - 6"
- (E) TEMP HMA PAVEMENT - 11 1/4"
- (F) AGGREGATE BASE COURSE, TYPE A
 - (F1) - 4" AND VARIES
 - (F2) - 4 1/2" AND VARIES
 - (F3) - 11 1/4" AND VARIES
 - (F4) - 12" AND VARIES
- (G) AGGREGATE SHOULDER, TYPE B 10 1/2"
- (H) AGGREGATE SHOULDER, TYPE B 18"
- (I) PIPE UNDERDRAIN
- (J) CONCRETE BARRIER
- (K) GUARDRAIL

I-55 PROPOSED LEGEND:

- (1) PORTLAND CEMENT CONCRETE PAVEMENT
 - (1A) - 10 1/2" (JOINTED) (RAMPS)
 - (1B) - 12 1/2" (JOINTED) (NB I-55)
 - (1C) - 14" (JOINTED) (NB I-55)
- (2) AGGREGATE BASE COURSE, TYPE A - 12"
- (3) CONCRETE GUTTER, TYPE A
- (4) PORTLAND CEMENT CONCRETE SHOULDERS
 - (4A) - 10"
 - (4B) - 10 1/2"
 - (4C) - 12 1/2"
 - (4D) - 14"
- (5) AGGREGATE SHLDS, TYPE B - THICKNESS SPECIFIED IN SECTION
- (6) #6 TIE BARS, 30" LONG AT 30" C-C (IF LONGITUDINAL SAWED JOINT) / #6 TIE BARS, 24" LONG AT 24" C-C (IF LONGITUDINAL CONSTRUCTION JOINT) (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (7) #6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (8) PIPE UNDERDRAINS - 6"
- (9) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (10) COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- (11) SEEDING AND MULCHING (BY OTHERS)
- (12) NOT USED
- (13) POLYMERIZED HMA SC, SMA, N80 4"
- (14) POLYMERIZED HMA BC, SMA, N80 6"
- (15) STONE RIPRAP, CLASS A4 - 16" (ON 6" BEDDING) WITH FILTER FABRIC
- (16) CONCRETE BARRIER DOUBLE FACE, 42 INCH HEIGHT
- (17) STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS
- (18) BITUMINOUS MATERIALS (PRIME COAT)
- (19) CONTINUOUSLY REINFORCED PCC PAVEMENT - 12 1/2"
- (20) CONTINUOUSLY REINFORCED PCC PAVEMENT - 14"
- (21) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

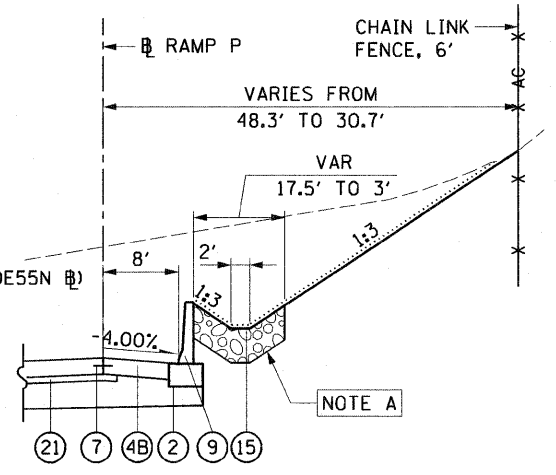
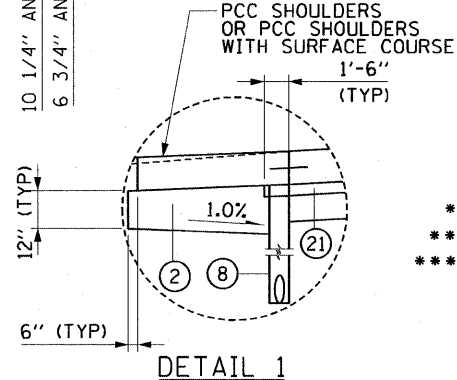
I-55 TYPICAL SECTION NOTES CONTINUED:

- WHERE THE EXISTING OVERLAY IS LESS THAN 4", THE CONTRACTOR SHALL OVERLAY TO THE PROPOSED ELEVATIONS SHOWN IN THE PLANS. IN ALL OTHER LOCATIONS, THE PROPOSED OVERLAY IS ESTIMATED AT 4" BUT SHALL BE BASED ON ELEVATIONS IN THE PLANS. SECTIONS WITH EXISTING NORMAL CROWNS SHOULD BE REESTABLISHED.



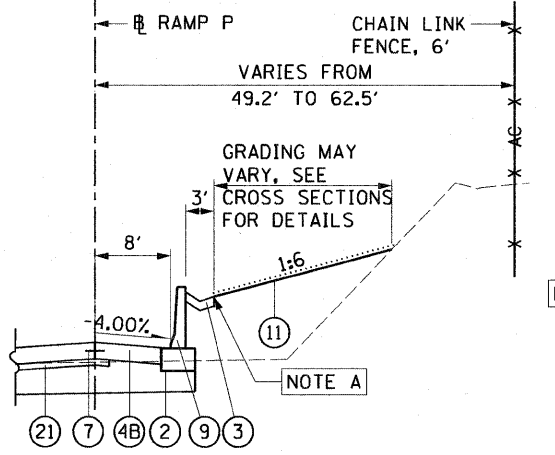
11 - PROPOSED RAMP 64W55N & RAMP 70E55N

STA 66+82.16 (79+66.17 RAMP 70E55N) TO STA 85+22.86 (RAMP 70E55N)
 =STA 77+14.22 TO STA 82+52.10 (NB I-55) #
 RAMP 70E55N CONSTRUCTION BEGINS AT STATION 78+50.00 (70E55N #)
 RAMP P CONSTRUCTION BEGINS AT STATION 21+50.00 (RAMP P #)
 * SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** STA 68+73.18 TO 72+04.50 - 12' LANE - STA 67+14.16 TO 72+04.50 8' SHOULDER (64W55N #)
 *** STA 79+66.66 TO 84+67.05 - RAMP 70E55N GORE VARIES FROM 15.5' TO 2' AND RAMP P IS 16' (70E55N #)
 **** COMB CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED) ENDS AT STA 71+65.13 (RAMP 64W5N) AND BEGIN AGGREGATE SHLDS B - 14" STA 71+63.13 TO STA 71+68.49



DETAIL A

STA 23+92.14 TO STA 25+70.21 (RAMP P #)



DETAIL B

STA 26+14.28 TO STA 28+94.28 (RAMP P #)

NOTE A - NO STONE RIPRAP CL A4 OR CONC BAR IF 42HT SPL THROUGH EXCHANGE AVENUE BRIDGE ABUTMENT STA 25+70.21 TO STA 26+14.28 (RAMP P #) AND ALSO SEE CONC BAR IF 42HT DETAIL

I-55 TYPICAL SECTION NOTES:

- 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 SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.
- WHERE THE EXISTING OVERLAY IS LESS THAN 4", CONTRACTOR SHALL ONLY MILL TO THE TOP OF EXISTING CONCRETE BELOW THE OVERLAY. THIS CONDITION MAY BE ENCOUNTERED FROM STATION 68+14 TO 73+00 (SB I-55 #), BUT SHOULD BE FIELD VERIFIED.

RAMP 70E55N

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 11,610	SU= 726	MU= 2,177
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 16.22	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, SMA, N80	SBS 76-22	4% @ 80 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN