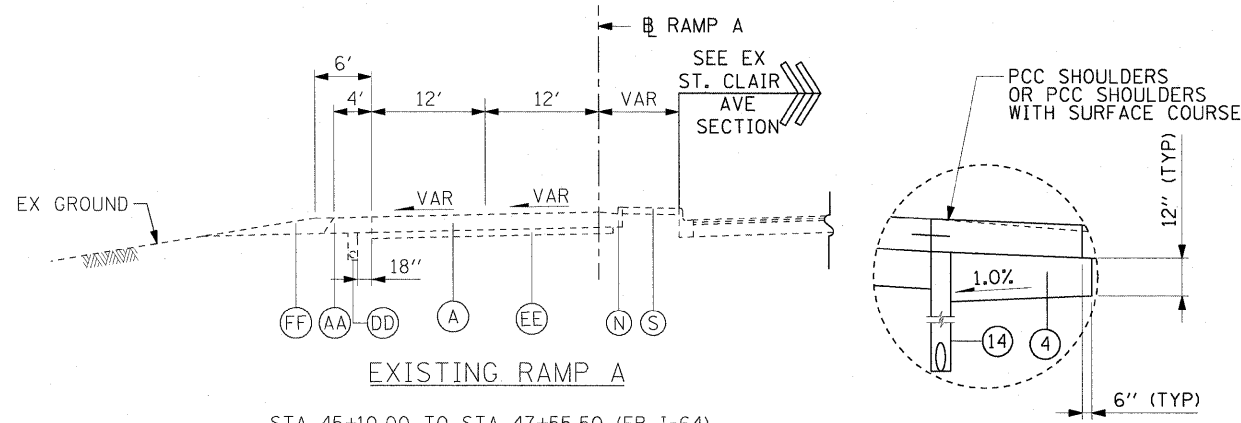
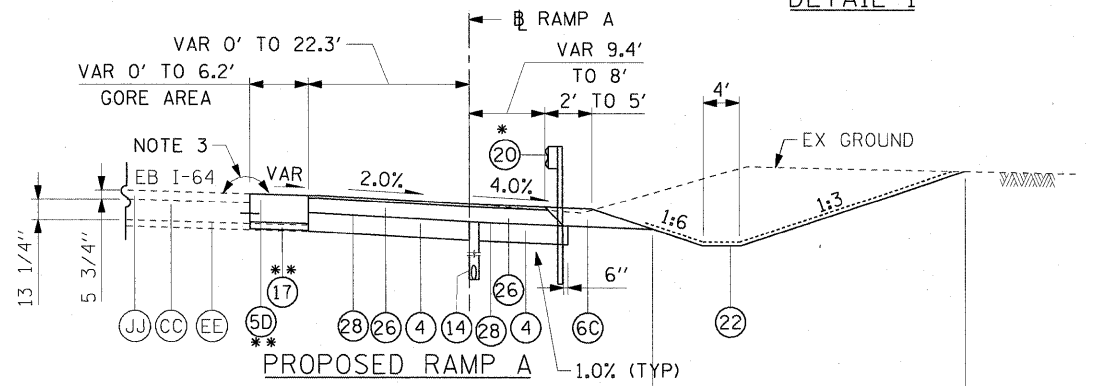


EXISTING RAMP A  
STA 40+00.00 TO STA 45+10.00 (EB I-64)



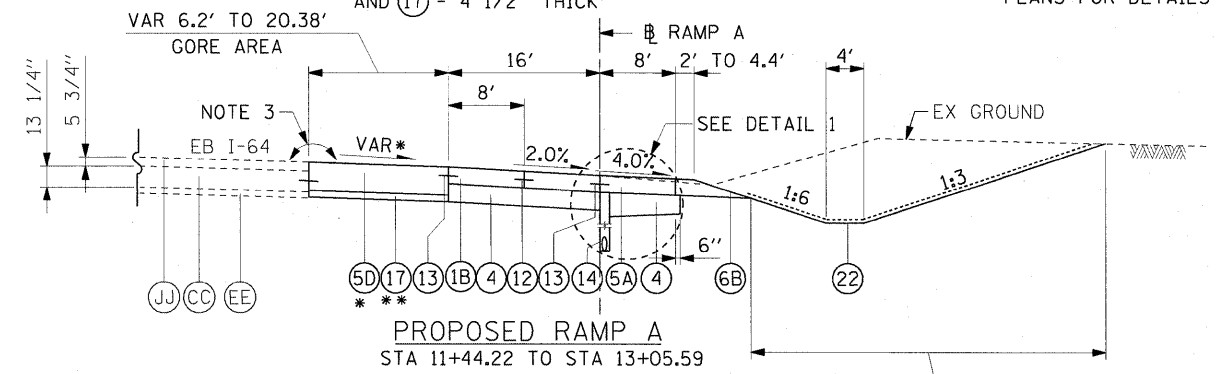
EXISTING RAMP A  
STA 45+10.00 TO STA 47+55.50 (EB I-64)

DETAIL 1



PROPOSED RAMP A  
STA 7+71.49 TO STA 11+44.22  
\* 20 - FROM STA 41+36.35 (EB I-64) TO STA 10+12.54  
\*\* 5D & 17 - FROM STA 10+74.05 TO STA 11+44.22 AND 17 - 4 1/2" THICK

GRADING MAY VARY, SEE INFIELD GRADING PLANS FOR DETAILS



PROPOSED RAMP A  
STA 11+44.22 TO STA 13+05.59

\* SEE GORE GRADING FOR DETAILS  
\*\* 4 1/2" THICK

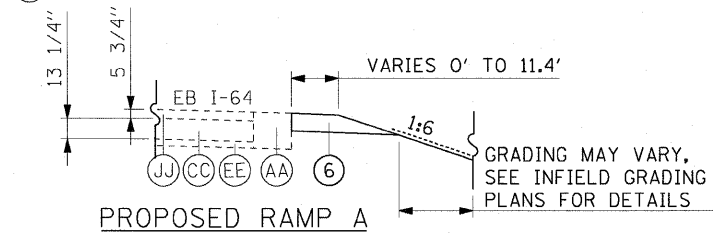
GRADING MAY VARY, SEE INFIELD GRADING PLANS FOR DETAILS

EXISTING LEGEND:

- (A) PCC PAVEMENT - 10"
- (B) BITUMINOUS CONCRETE SURFACE COURSE, CLASS I - 3/4"
- (C) SUB-BASE GRANULAR MATERIAL, TYPE A - 4"
- (D) SUB-BASE GRANULAR MATERIAL, TYPE A - 6"
- (E) BITUMINOUS MATERIALS (PRIME COAT)
- (F) AGGREGATE (PRIME COAT)
- (G) LEVELING BINDER (MACHINE METHOD)
- (H) BITUMINOUS CONCRETE BINDER COURSE - 2 1/4"
- (I) BITUMINOUS CONCRETE SURFACE COURSE, CLASS I - 1 1/2"
- (J) PORTLAND CEMENT CONCRETE BASE COURSE - 8"
- (K) PORTLAND CEMENT CONCRETE SIDEWALK - 4"
- (L) COMBINATION CURB AND GUTTER TYPE B-6.12
- (M) COMBINATION CURB AND GUTTER TYPE B-6.24
- (N) PCC PAVEMENT - 10" AND VARIES
- (O) CONCRETE CURB, TYPE B - 6" HIGH
- (P) TYPE B CURB (MODIFIED)
- (Q) PCC MEDIAN SURFACE - 4"
- (R) CONCRETE MEDIAN SURFACE - 4"
- (S) PORTLAND CEMENT CONCRETE BASE COURSE - 9"
- (T) CONCRETE GUTTER
- (U) FENCE
- (V) LONGITUDINAL METAL JOINT
- (W) EXISTING CURB
- (X) CONCRETE RETAINING WALL
- (Y) BITUMINOUS CONCRETE BINDER COURSE - 1 1/2"
- (Z) STABILIZED SHOULDER
- (AA) AGGREGATE BASE COURSE, TYPE A - 4"
- (BB) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (CRPCCP) - VARIES FROM 12" TO 13 1/4"
- (CC) PIPE UNDERDRAINS - 6"
- (DD) STABILIZED SUB-BASE - 4"
- (EE) AGGREGATE SHOULDER TYPE A
- (FF) INCIDENTAL BITUMINOUS SURFACING
- (GG) CONCRETE GUTTER (MODIFIED)
- (HH) HMA SURFACE COURSE, MIX "C", N70 - 2"
- (II) HMA OVERLAY

PROPOSED LEGEND:

- (1) PORTLAND CEMENT CONCRETE PAVEMENT
  - (1A) - 10" (JOINTED) (LOCAL ROADS)
  - (1B) - 10 1/2" (JOINTED) (RAMPS)
- (2) HOT-MIX ASPHALT OVERLAY - 2 1/4"
  - (2a) HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70 - 1 1/2"
  - (2b) LEVELING BINDER, (MACHINE METHOD), N70 - 3/4"
- (3) PORTLAND CEMENT CONCRETE BASE COURSE - 10"
- (4) AGGREGATE BASE COURSE, TYPE A, 12"
- (5) PORTLAND CEMENT CONCRETE SHOULDERS
  - (5A) - 10 1/2" (FOR 10 1/2" PCC JT)
  - (5B) - 12" (WB & EB I-64 TIE-IN)
  - (5C) - 15 1/2" (WB I-64 GORES)
  - (5D) - 18" (EB I-64 GORES)
- (6) AGGREGATE SHOULDERS, TYPE B
  - (6A) - 10" (FOR 10" PCC JT)
  - (6B) - 10 1/2" (FOR 10 1/2" PCC JT)
  - (6C) - 11 1/4" (FOR TEMPORARY PAVEMENT INTERSTATE)
  - (6D) - 15 1/2" (FOR HMA SC "D" N70 - 3 1/2" AND PCC SHOULDERS 12")
  - (6E) - 18" (FOR HMA SC "D" N70 - 6" AND PCC SHOULDERS 12")
- (7) PORTLAND CEMENT CONCRETE SIDEWALK - 4"
- (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (9) POROUS GRANULAR EMBANKMENT, SPECIAL
- (10) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- (11) CONCRETE MEDIAN, TYPE SM-6.12
- (12) \*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)
- (13) \*6 TIE BARS, 24" LONG AT 24" C-C (INCLUDED IN PRICE FOR BID FOR VARIOUS PCC ITEMS)
- (14) PIPE UNDERDRAINS - 4"
- (15) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT - 12"
- (16) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT
- (17) AGGREGATE BASE COURSE, TYPE A, THICKNESS AS SPECIFIED ON SECTION
- (18) CONCRETE GUTTER TYPE A
- (19) CONCRETE MEDIAN SURFACE - 4"
- (20) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS OR TRAF BAR TERM
- (21) CHAIN LINK FENCE - 6'
- (22) SEEDING AND MULCHING (SEE SEEDING AND MULCHING SCHEDULE)
- (23) CONCRETE BARRIER SINGLE FACE, 42 INCH HEIGHT (SPECIAL)
- (24) CONCRETE CURB AND GUTTER OUTLET SPECIAL
- (25) HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- (26) TEMPORARY PAVEMENT (INTERSTATE) - 11 1/4"
  - (26a) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm) - 1 3/4"
  - (26b) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 9 1/2"
- (27) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 - 3 1/2"
- (28) BITUMINOUS MATERIALS (PRIME COAT)
- (29) AGGREGATE (PRIME COAT)
- (30) HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH
- (31) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 3 1/2"
- (32) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 6"



PROPOSED RAMP A  
STA 40+46.46 TO STA 41+83.94 (EB I-64)

RAMP A

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 1,291	SU= 81	MU= 242
ROAD/STREET CLASSIFICATION:	CLASS I	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 3.61	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	

NOTES:

- DUE TO THE SKEWED NATURE OF THE ROADWAYS IN THIS PROJECT, THE FOLLOWINGS ARE THE COMPASS DESIGNATIONS TO THE ROADWAYS:  
15TH STREET (NORTH-SOUTH), BAUGH AVENUE (EAST-WEST), ST. CLAIR AVENUE (EAST-WEST), WB I-64 (WEST)
- SEE HOT-MIX ASPHALT MIXTURE REQUIREMENTS ON TYPICAL SECTIONS SHEET 3 OF 14.
- 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%.