

I-64 TYPICAL SECTION NOTES:

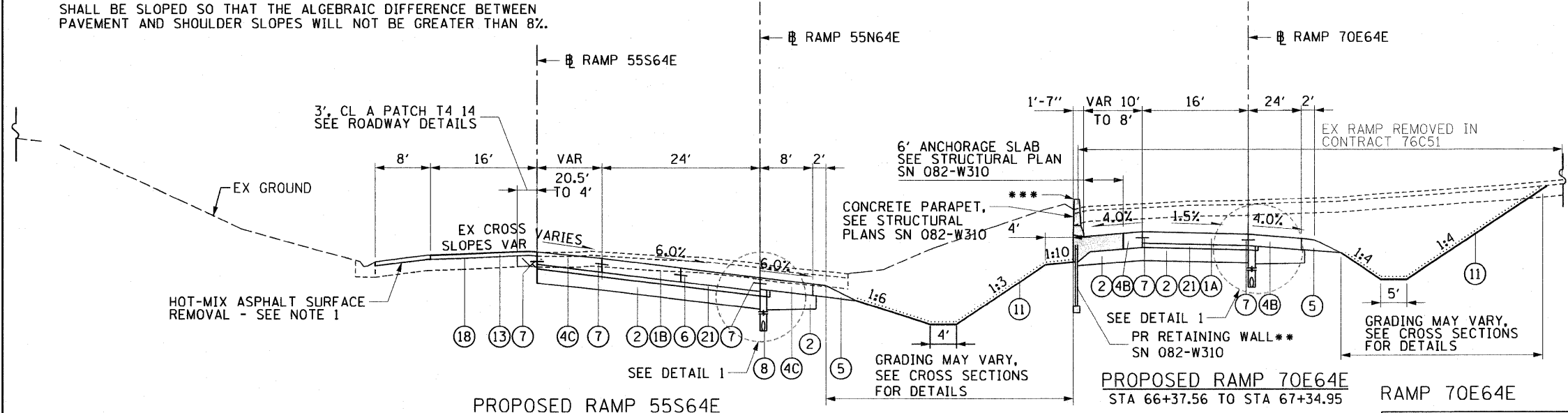
1. FOR HMA SURFACE REMOVAL, VARIABLE DEPTH, THE CONTRACTOR SHALL REMOVE EXISTING HMA OVERLAY TO THE TOP OF EXISTING PCC PAVEMENT. SEE HMA SURFACE REMOVAL TABLES FOR REFERENCE.
2. FOR HMA OVERLAY THICKNESS, SEE HMA OVERLAY TABLES FOR REFERENCE.
3. SEE REMOVAL PLANS FOR EXISTING PAVEMENT CORE INFORMATION.
4. 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%.

6 - PROPOSED RAMP 55N64E
STA 68+20.99 TO STA 69+44.03

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** PROPOSED RETAINING WALL LEFT FROM STA 65+23.00 TO STA 66+75.00 "70E64E"
 *** BEGIN SHOULDER TRANSITION STA. 65+23.00 +1.50% TO STA. 66+33.00 -4.00% "70E64E"
 **** PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR STA. 65+23.50 TO STA. 66+23.50 "70E64E"

I-64 PROPOSED LEGEND:

- 1 PORTLAND CEMENT CONCRETE PAVEMENT
 - 1A - 10 1/2" (JOINTED) (RAMPS)
 - 1B - 12 1/2" (JOINTED)
 - 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 - SEE PLANS FOR THICKNESS
- 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 HMA OVERLAY - SEE NOTE 2
- 14 COMB CURB AND GUTTER TYPE B-6.24
- 15 STONE RIPRAP, CLASS A4
- 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"



7 - PROPOSED RAMP 55N64E
STA 69+44.03 TO STA 70+50.14

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** PROPOSED RETAINING WALL LEFT FROM STA 65+23.00 TO STA 66+75.00 "70E64E"
 *** CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL) FROM STA 66+75.00 TO STA 66+85.00

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/SOYD/IN

STRUCTURAL DESIGN TRAFFIC:		YEAR	2030
PV=	9,630	SU=	602
		MU=	1,806
ROAD/STREET CLASSIFICATION:		CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:			
P=	80%	S=	5%
		M=	15%
TRAFFIC FACTOR:		ACTUAL TF=	26.91
		AC TYPE=	20
MINIMUM TF= 11.17			
PG GRADE:	BINDER=	NA	SURFACE=
		NA	
SUBGRADE SUPPORT RATING		SSR=	POOR