

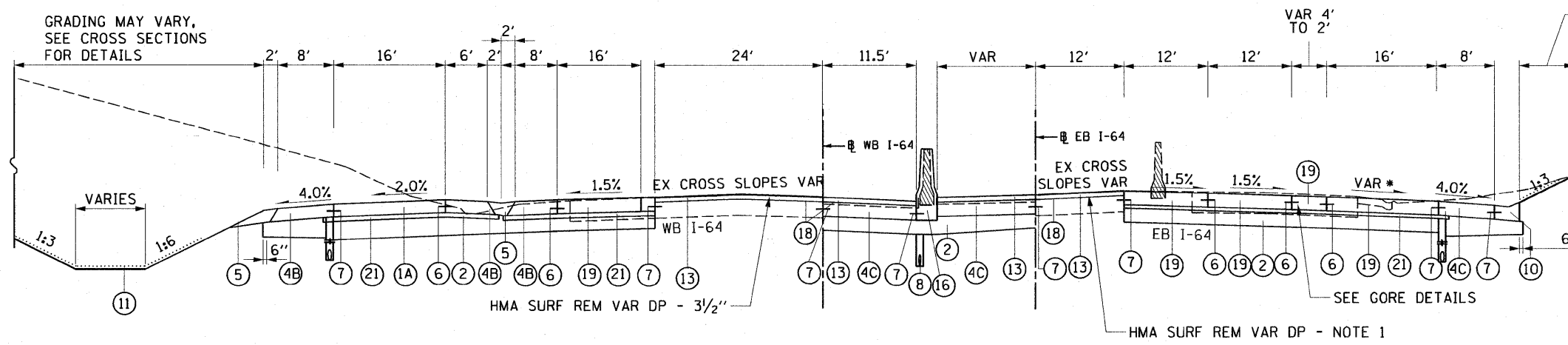
GRADING MAY VARY, SEE CROSS SECTIONS FOR DETAILS

CONCRETE BARRIER REMOVAL

- 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.

- I-64 TYPICAL SECTION CONTINUED:**
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%.

- I-64 PROPOSED LEGEND:**
- ① PORTLAND CEMENT CONCRETE PAVEMENT
    - ①A - 10 1/2" (JOINTED) (RAMPS)
    - ①B - 12 1/2" (JOINTED)
    - ①C - 14" (JOINTED)
  - 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 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - ⑪ SEEDING AND MULCHING (BY OTHERS)
  - ⑫ NOT USED
  - ⑬ HMA OVERLAY - SEE NOTE 2
  - ⑭ COMB CONCRETE 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"



PROPOSED RAMP 64W55N STA 54+71.71 TO STA 53+24.92

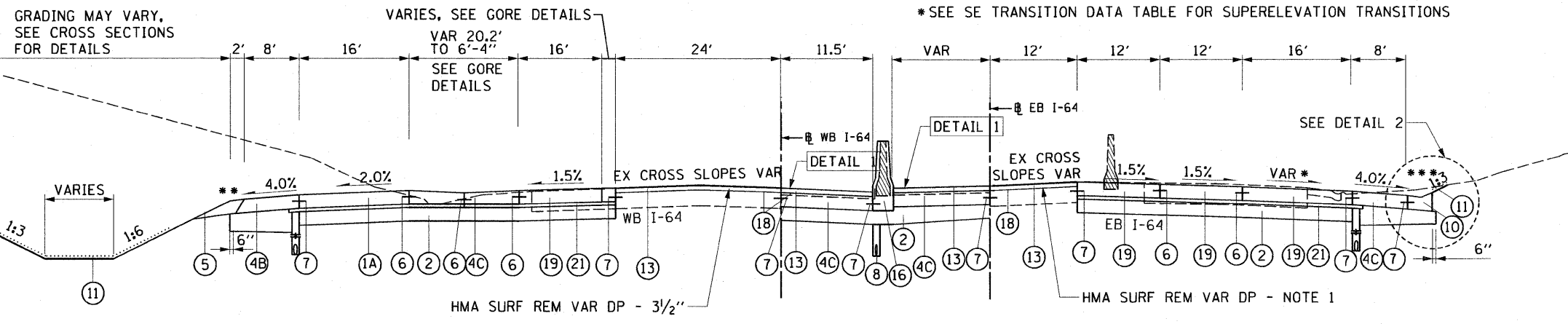
PROPOSED RAMP 64W70W STA 57+76.34 TO STA 57+21.38

PROPOSED WB I-64 STA 112+91.56 TO STA 112+36.60

17 - PROPOSED EB I-64 STA 30+31.05 TO STA 31+31.46

PROPOSED RAMP 55N64E STA 75+27.82 TO STA 76+27.82

PROPOSED RAMP 70E64E STA 72+13.16 TO STA 73+13.22



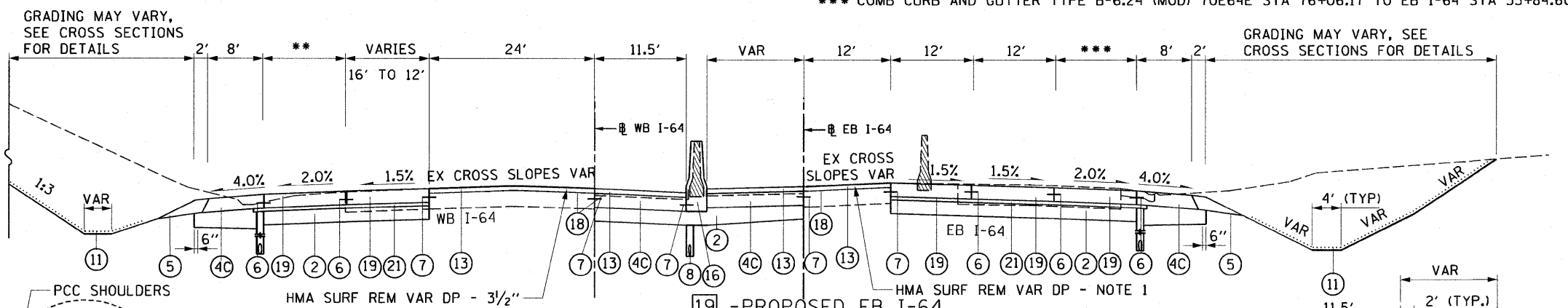
PROPOSED RAMP 64W55N STA 53+24.92 TO STA 51+38.37

PROPOSED RAMP 64W70W STA 57+21.38 TO STA 55+35.15

PROPOSED WB I-64 STA 112+36.60 TO STA 110+50.38

18 - PROPOSED EB I-64 STA 30+48.12 TO STA 32+34.34

PROPOSED RAMP 70E64E STA 73+13.22 TO STA 74+15.76



PROPOSED WB I-64 STA 110+50.38 TO STA 105+15.27

19 - PROPOSED EB I-64 STA 32+34.34 TO STA 37+69.45

\*\*LANE VARIES 16' TO 12' FROM RAMP 64W55N STA 51+38.37 TO STA 50+00

\*\*\*LANE VARIES 16' TO 12' FROM RAMP 70E64E STA 74+15.76 TO STA 76+13.08, RAMP 70E64E ALIGNMENT ENDS AT STA 73+13.08

**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

