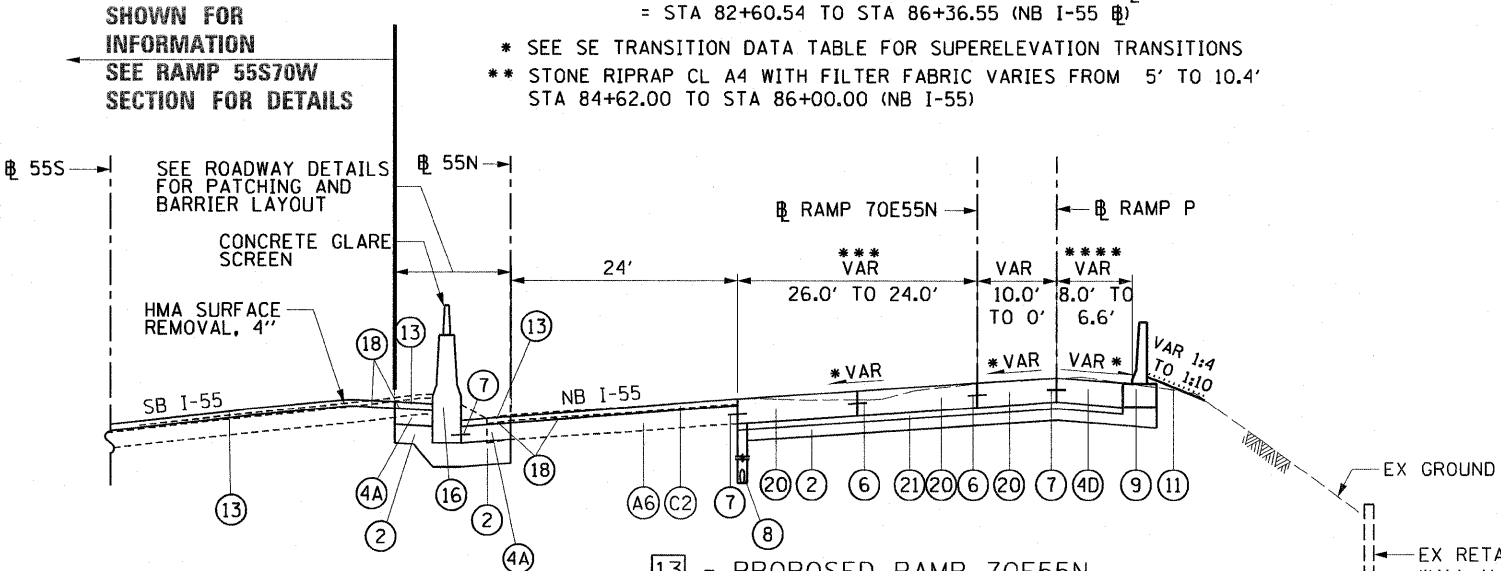


12 - PROPOSED RAMP 70E55N

STA 85+22.86 TO STA 89+12.55 (RAMP 70E55N) = STA 82+60.54 TO STA 86+36.55 (NB I-55)

* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** STONE RIPRAP CL A4 WITH FILTER FABRIC VARIES FROM 5' TO 10.4' STA 84+62.00 TO STA 86+00.00 (NB I-55)



13 - PROPOSED RAMP 70E55N

STA 89+12.55 TO STA 94+15.35 = STA 86+36.55 TO STA 91+29.14 (NB I-55)

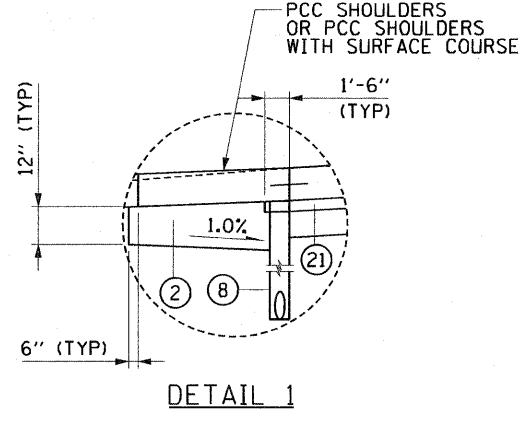
* SEE SE TRANSITION DATA TABLE FOR SUPERELEVATION TRANSITIONS
 ** 24' FROM STA 89+75.63 TO STA 93+70.92 (RAMP P STA 36+80.28)
 *** LANE VARIES FROM 26' AT STA 89+75.63 TO 24' AT STA 91+41.80 AND PAVEMENT ENDS AT 24' AT STA 93+70.92
 **** SHOULDER VARIES FROM 8' TO 6.6' FROM 93+71.02 TO STA 94+15.35

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"



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

I-55 TYPICAL SECTION NOTES:

1. 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-55 TYPICAL SECTION NOTES CONTINUED:

2. 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.

3. 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.

RAMP P

STRUCTURAL DESIGN TRAFFIC:	YEAR	2030
PV= 1,069	SU= 67	MU= 200
ROAD/STREET CLASSIFICATION:	CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P= 80%	S= 5%	M= 15%
TRAFFIC FACTOR:	ACTUAL TF= 2.99	AC TYPE= 20
	MINIMUM TF= 11.17	
PG GRADE:	BINDER= NA	SURFACE= NA
SUBGRADE SUPPORT RATING	SSR= POOR	