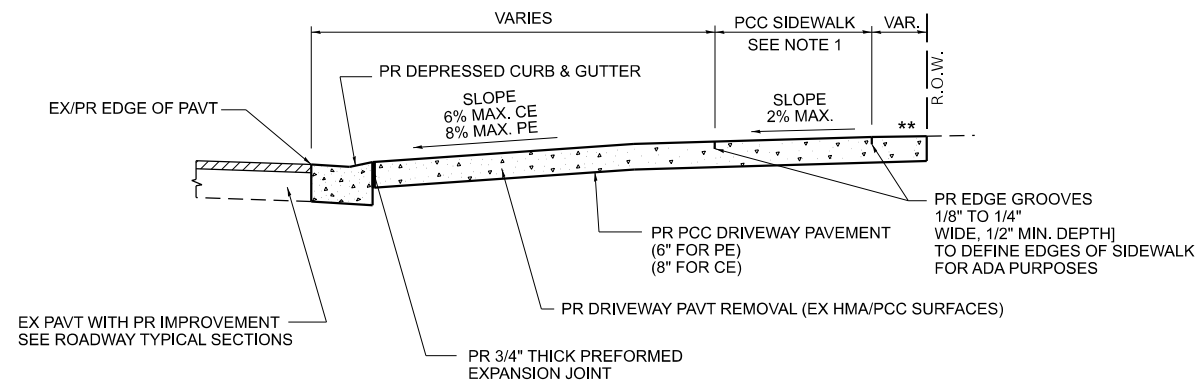
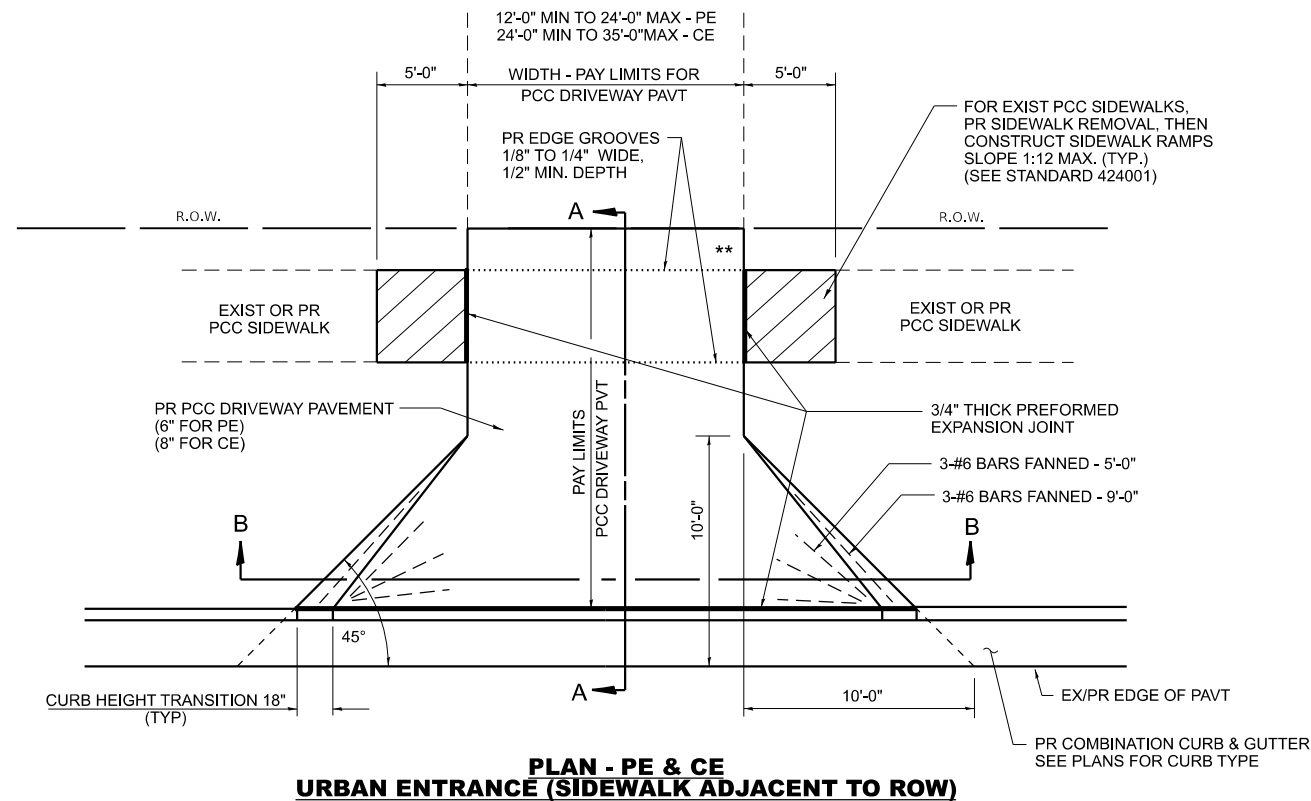


** MATCH IN KIND BEHIND SIDEWALK IF LENGTH IS $\geq 4'$. IF $< 4'$, THEN CARRY PCC APRON TREATMENT TO ROW LINE.

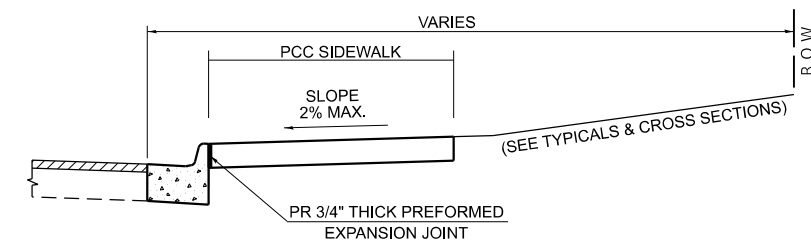
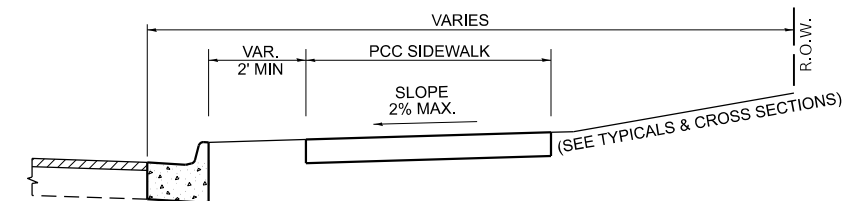
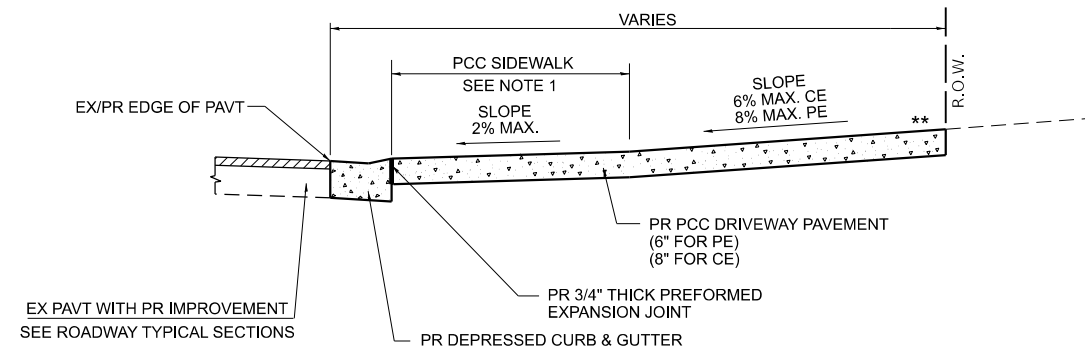
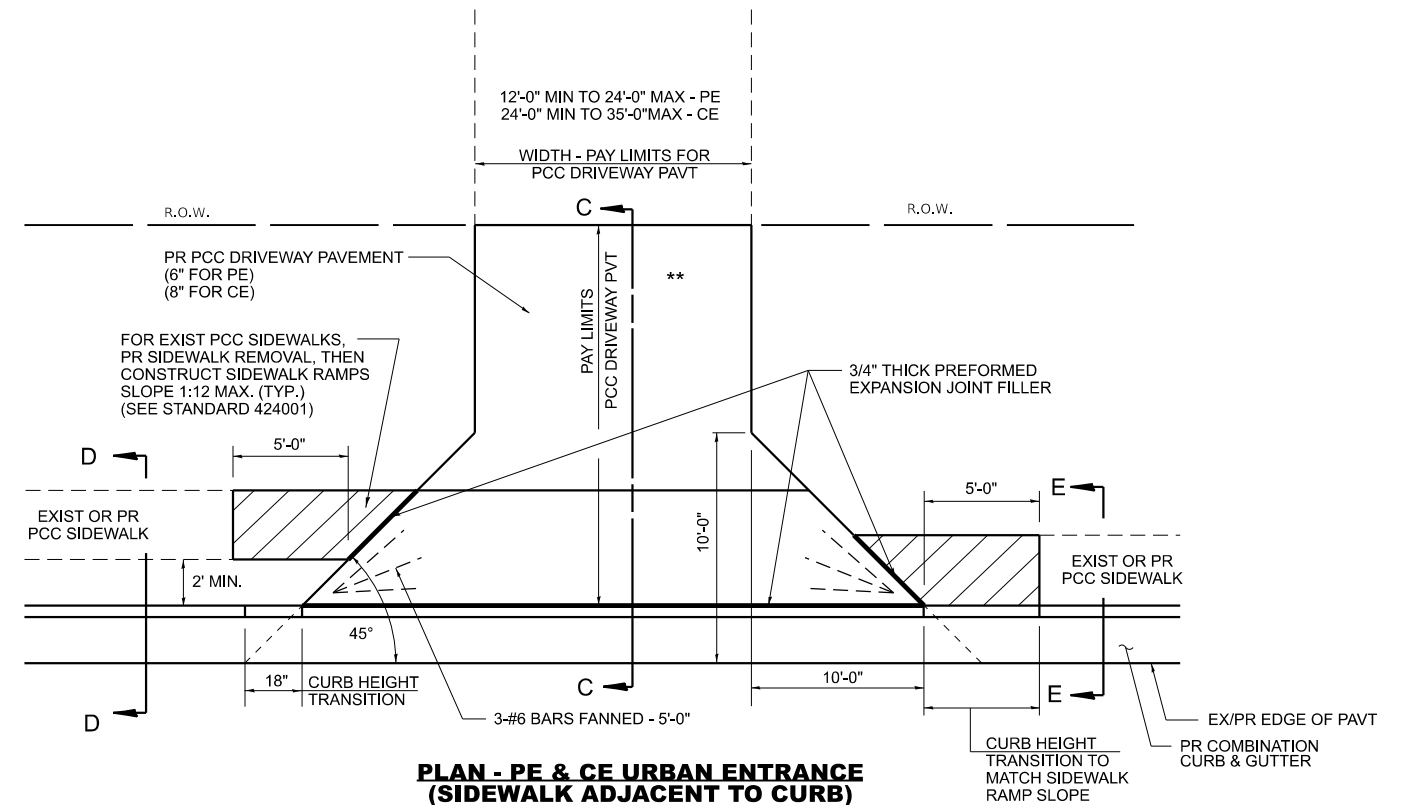
FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE SURFACE COURSE, TYPE B, 8"- (PE)
PR PCC DRIVEWAY PAVT. 8"- (CE)

FOR EX HMA SURFACES :
PR INCIDENTAL HMA SURFACING, 8"- (PE & CE)

FOR EX PCC SURFACES :
PR PCC DRIVEWAY PAVT. 6"- (PE)
PR PCC DRIVEWAY PAVT. 8"- (CE)

* NOTE : IN AREAS WITH NO SIDEWALK, MATCH IN KIND BEHIND 10'-0" FLARE

- NOTES:
1. IF REPLACING AN EXISTING ENTRANCE, EXIST DRIVEWAY PAVEMENT WILL BE REMOVED AND PAID FOR AS DRIVEWAY PAVEMENT REMOVAL. THE EXCATATION AND PREPARATION OF THE SUBGRADE FOR THE NEW ENTRANCE WILL PAID FOR AS EARTH EXCAVATION.
 2. SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
 3. THE COST OF FURNISHING AND INSTALLING THE 3/4" PRFORMED JOINT EXPANSION JOINT AND REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF PCC DRIVEWAY PAVEMENT OF THE RESPECTIVE THICKNESS.



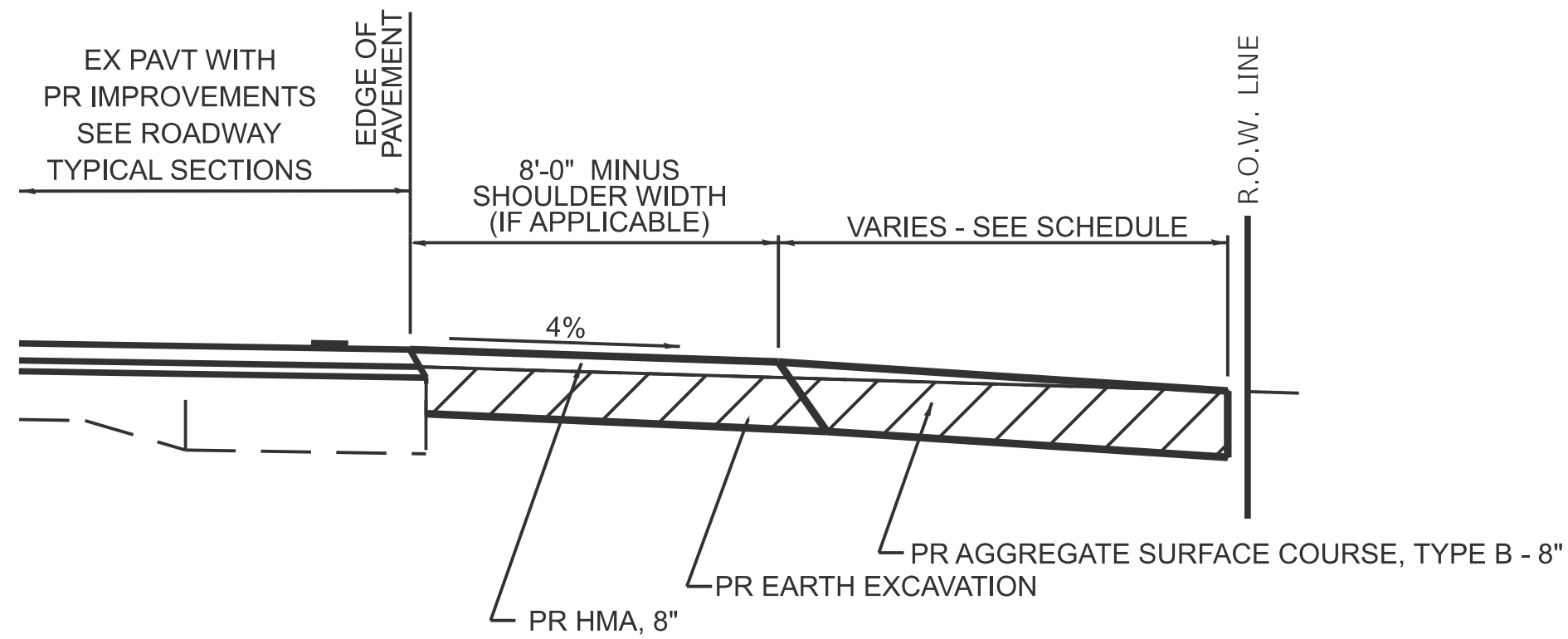
DISTRICT 6
ENTRANCE & MAILBOX TURNOUT IN CURB & GUTTER
(3R PROJECTS) URBAN

NOTE: ONLY REQUIRED FOR TWO-LANE AND THREE LANE SECTIONS OF ROADWAYS

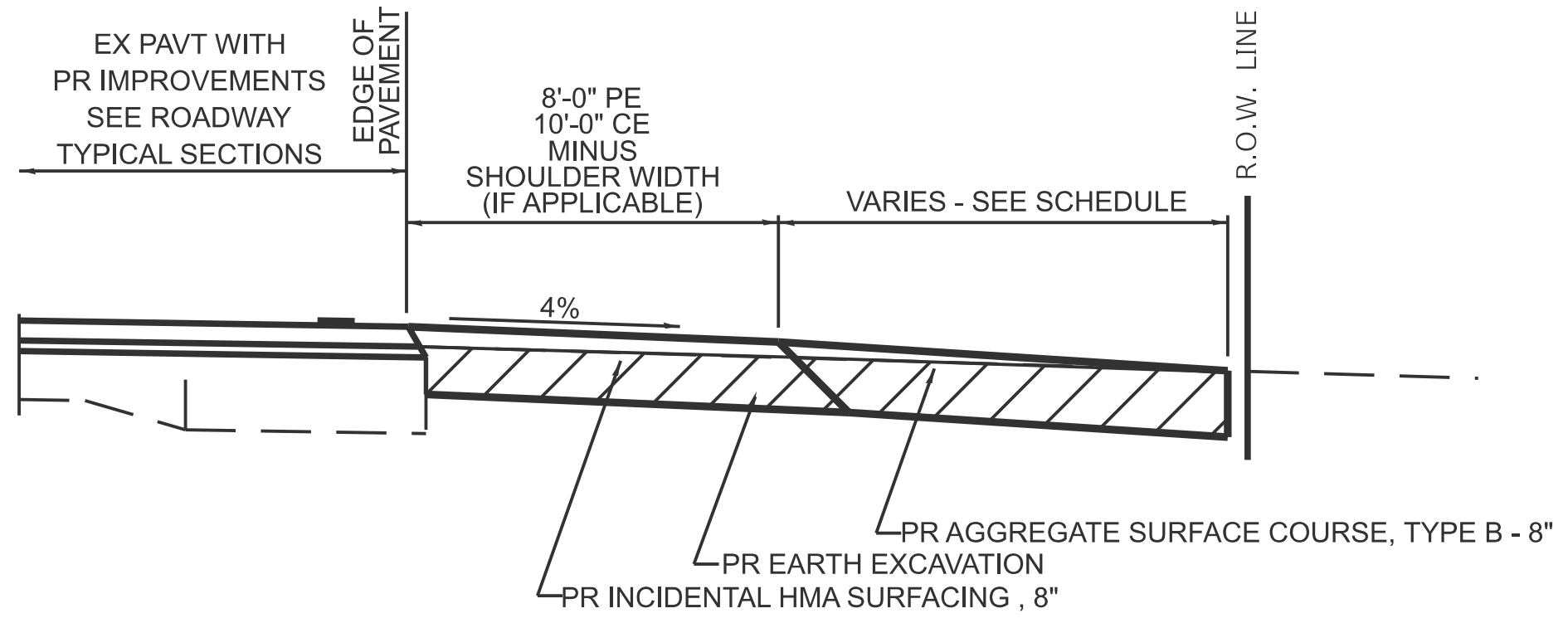


1. IF REPLACING AN EXISTING ENTRANCE, EXIST DRIVEWAY PAVEMENT WILL BE REMOVED AND PAID FOR AS DRIVEWAY PAVEMENT REMOVAL. THE EXCAVATION AND PREPARATION OF THE SUBGRADE FOR THE NEW ENTRANCE WILL PAID FOR AS EARTH EXCAVATION.
2. SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
3. THE COST OF FURNISHING AND INSTALLING THE 3/4" PRFORMED JOINT EXPANSION JOINT AND REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF PCC DRIVEWAY PAVEMENT OF THE RESPECTIVE THICKNESS.

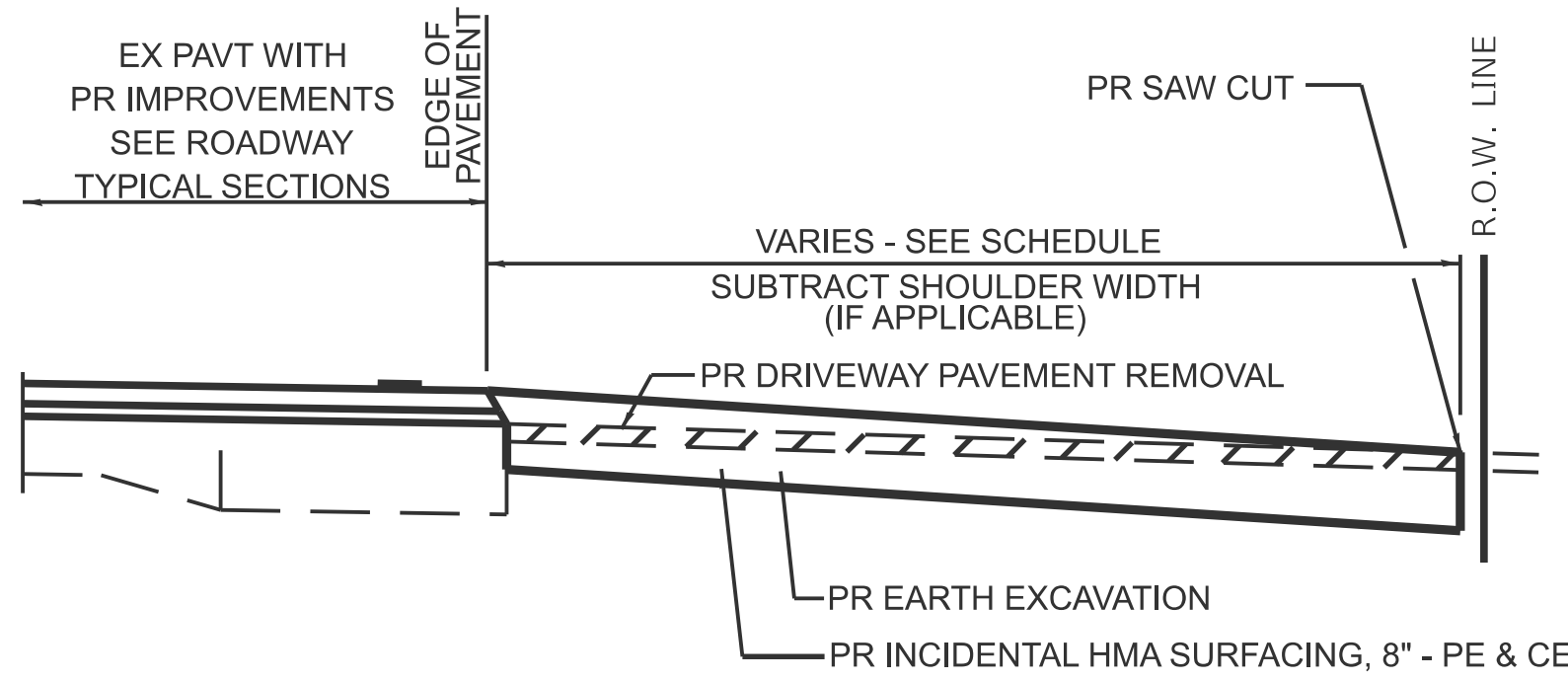
**DISTRICT 6
ENTRANCE & MAILBOX TURNOUT IN CURB & GUTTER
(3R PROJECTS) URBAN**



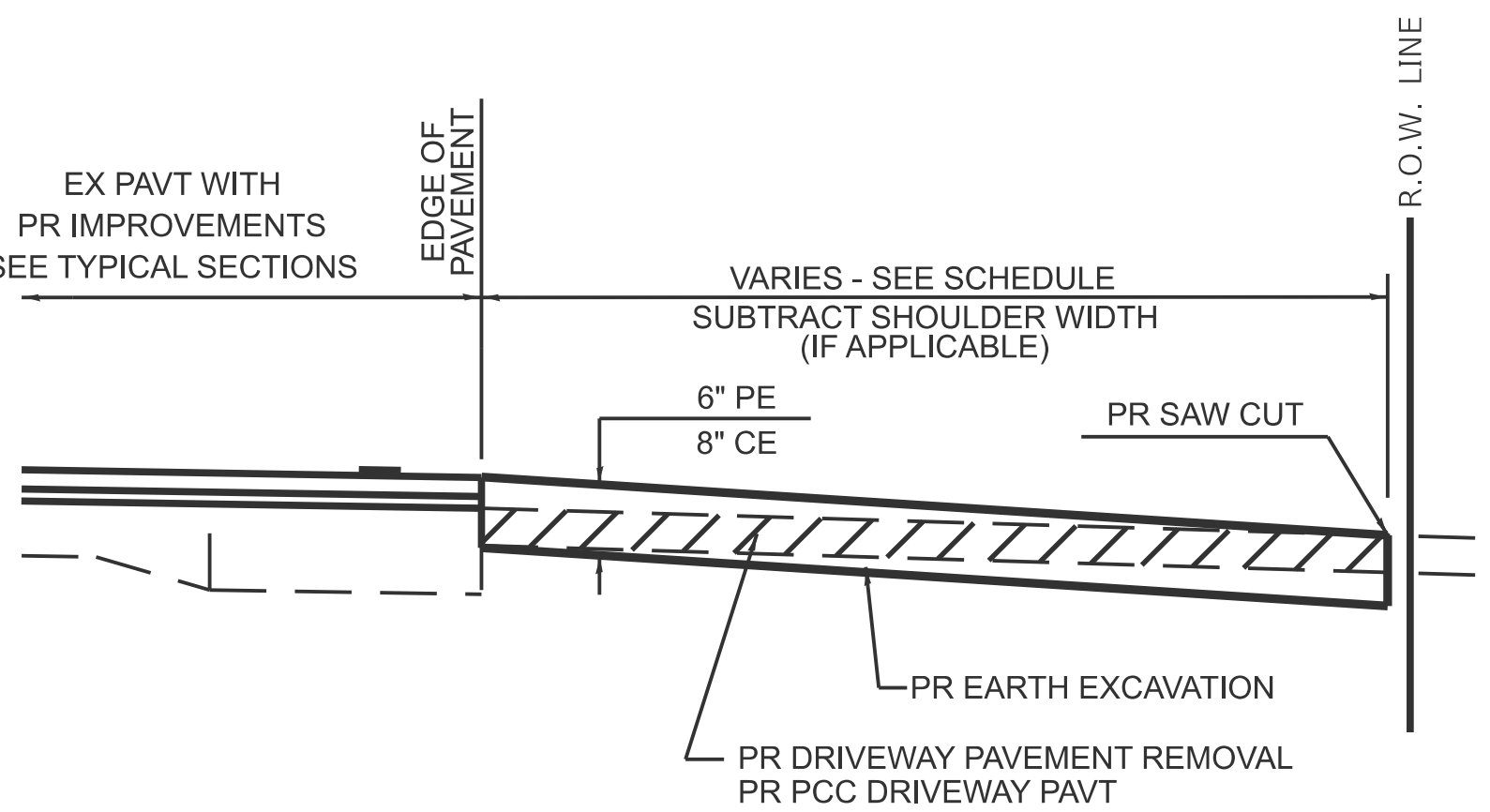
SECTION A-A FOR EX EARTH/AGGREGATE FE



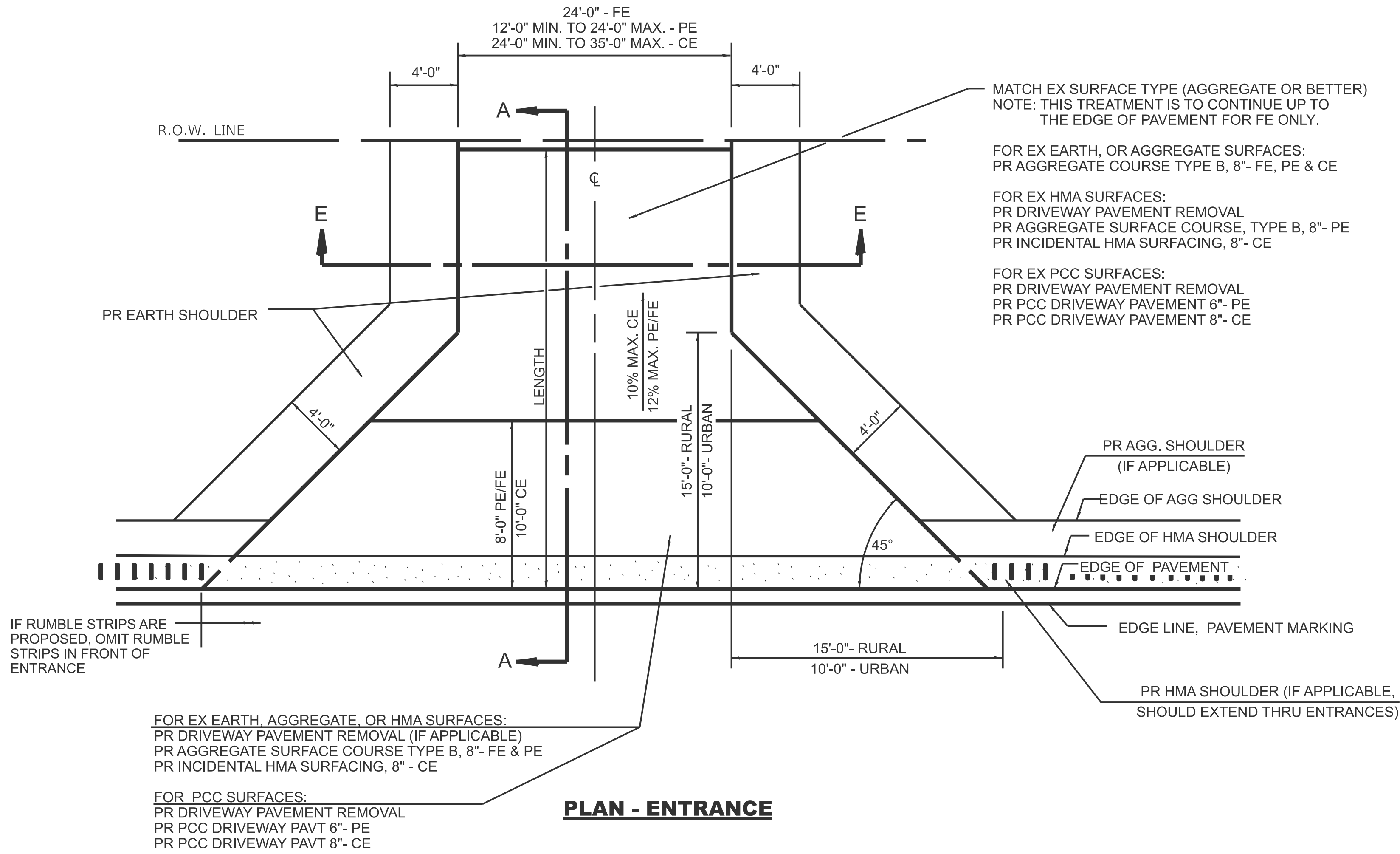
SECTION A-A FOR EX EARTH/AGGREGATE PE & CE



SECTION A-A FOR EX HMA PE & CE



SECTION A-A FOR EX PCC PE & CE



PLAN - ENTRANCE

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS, AND MAILBOX TURNOUTS ON THIS PROJECT.

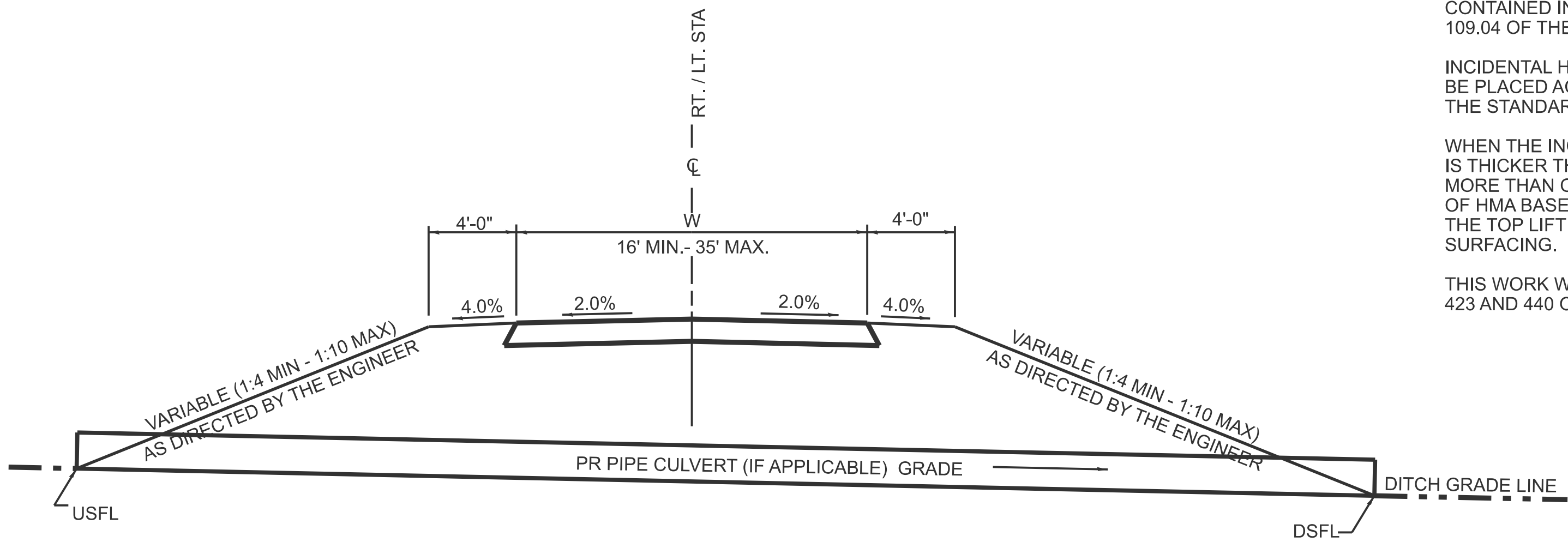
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE, THEREBY REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

INCIDENTAL HMA SURFACING REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE PLACED ACCORDING TO THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

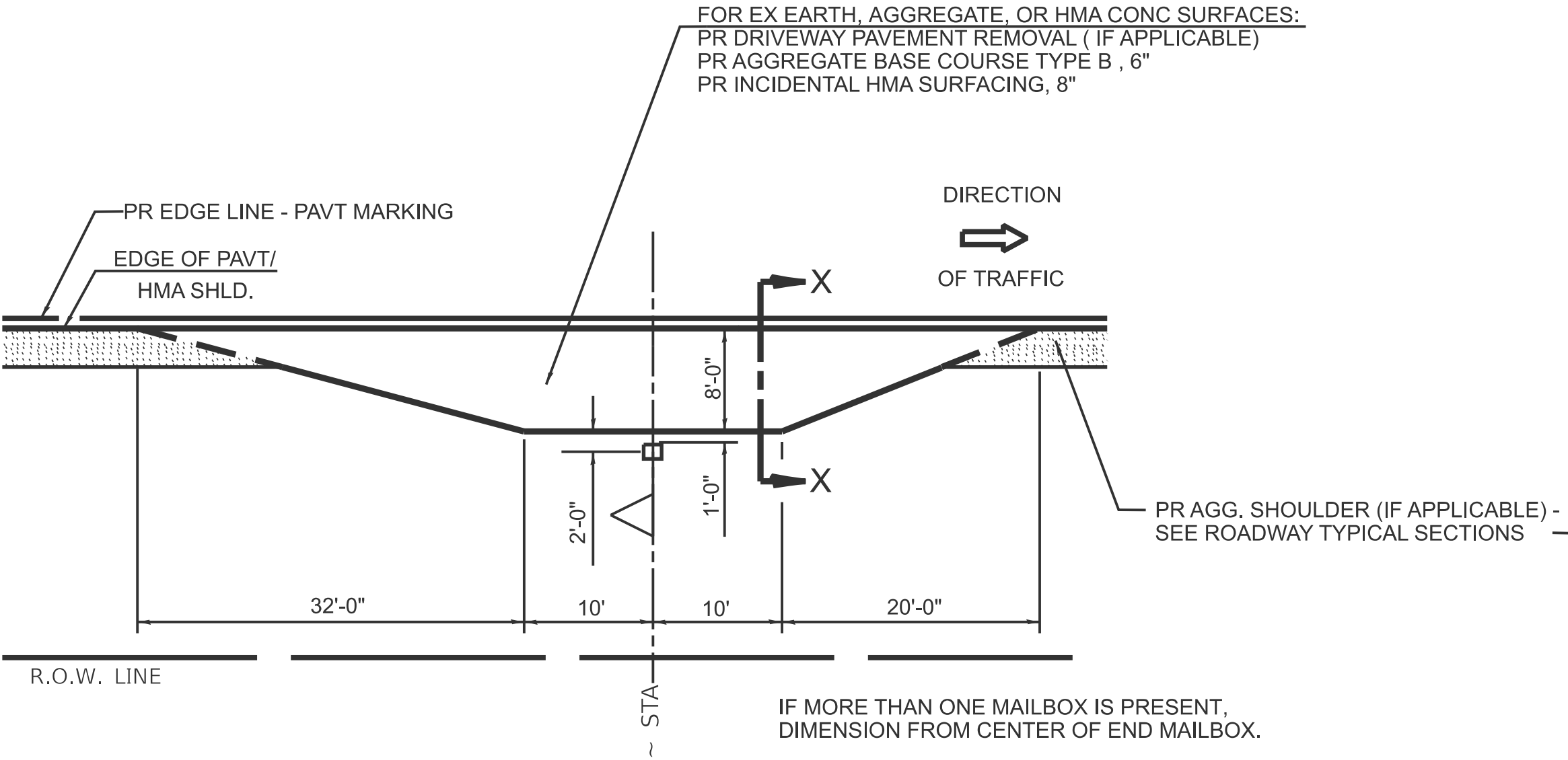
WHEN THE INCIDENTAL HMA SURFACING PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES, THE CONTRACTOR WILL BE REQUIRED TO PLACE MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 1 1/2" INCHES SHALL MEET THE REQUIREMENTS OF HMA INCIDENTAL SURFACING.

THIS WORK WILL BE PAID FOR ACCORDING TO SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

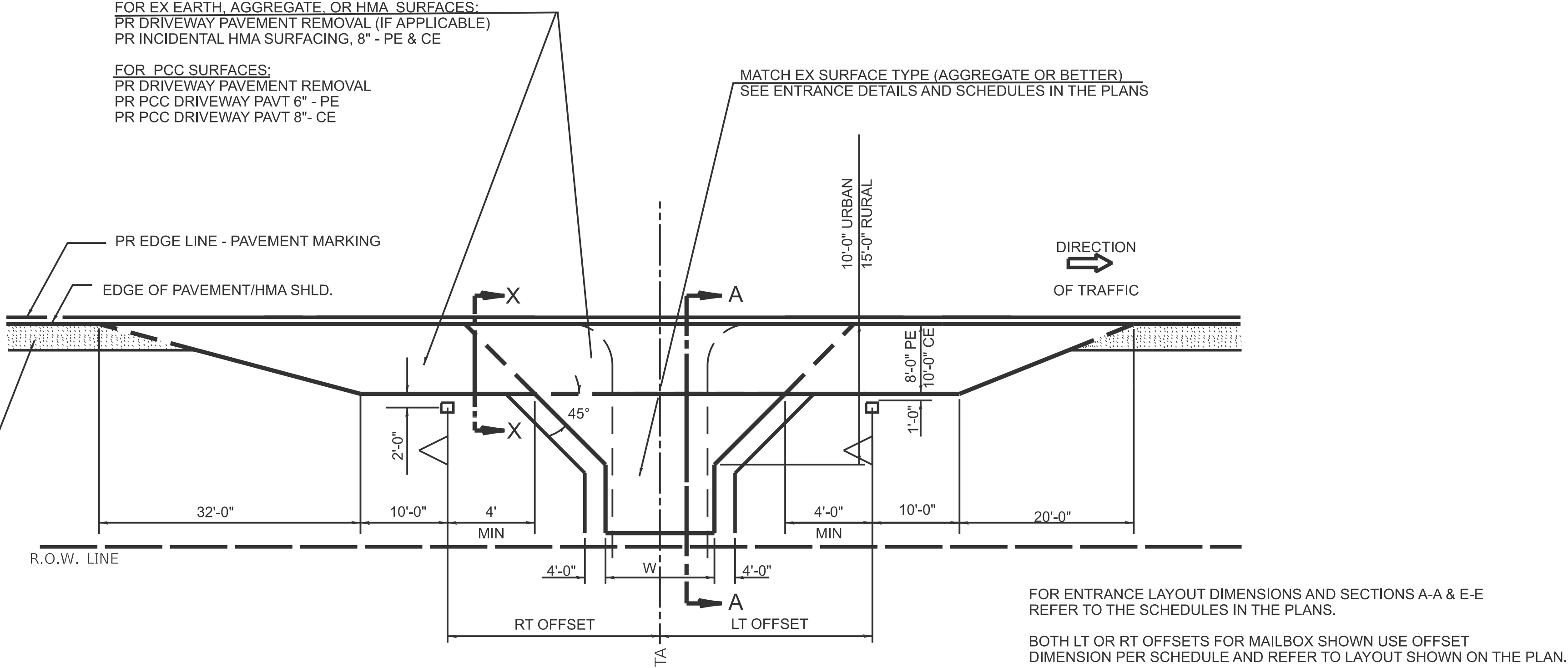


SECTION E - E ENTRANCE TYPICAL SECTION

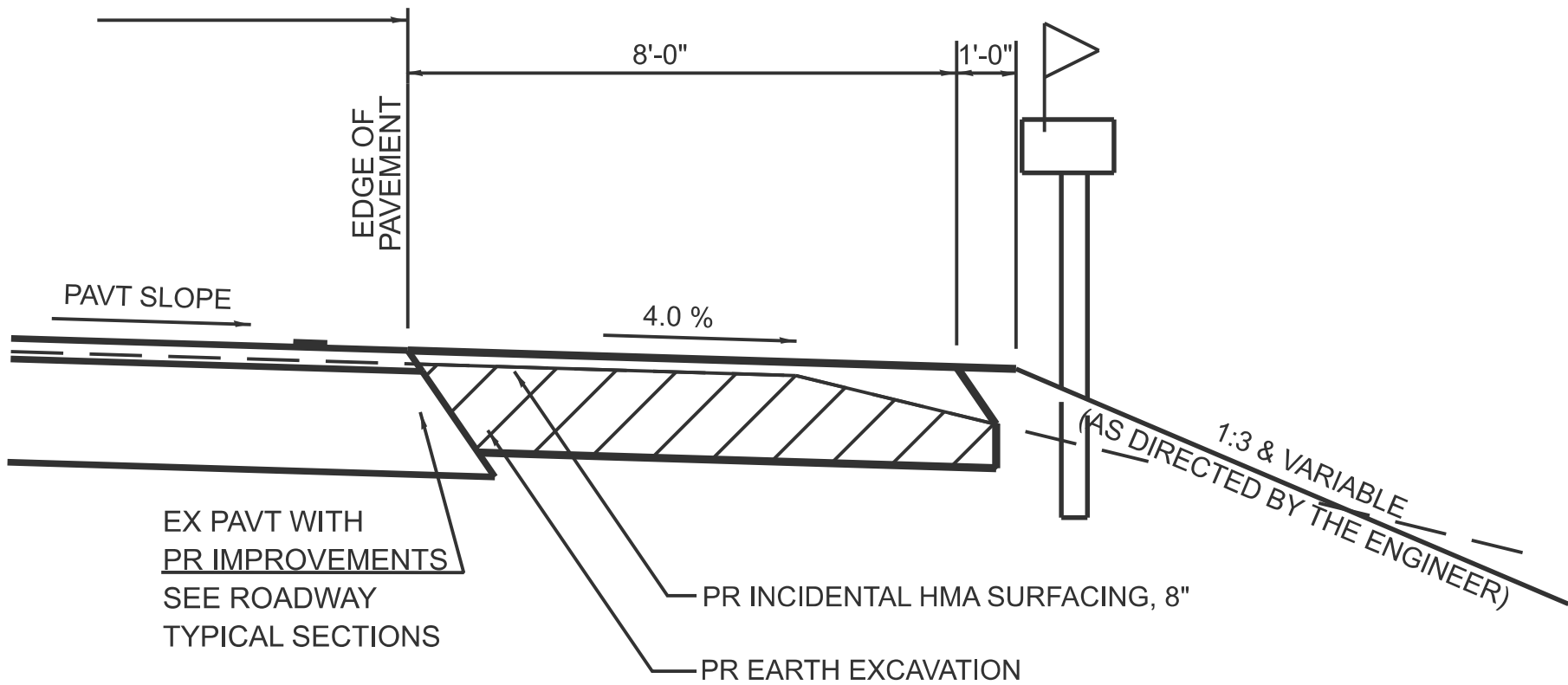
DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

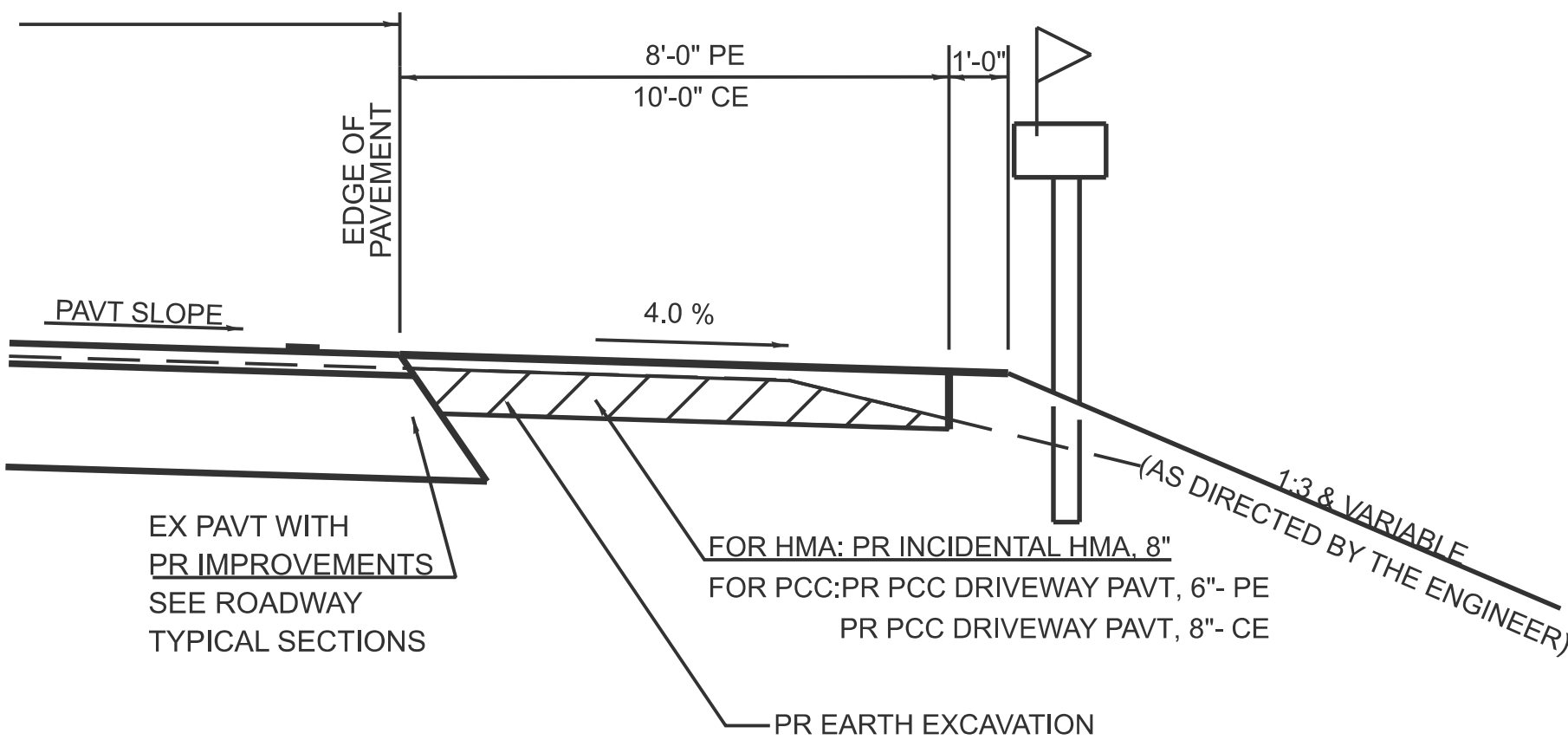


PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



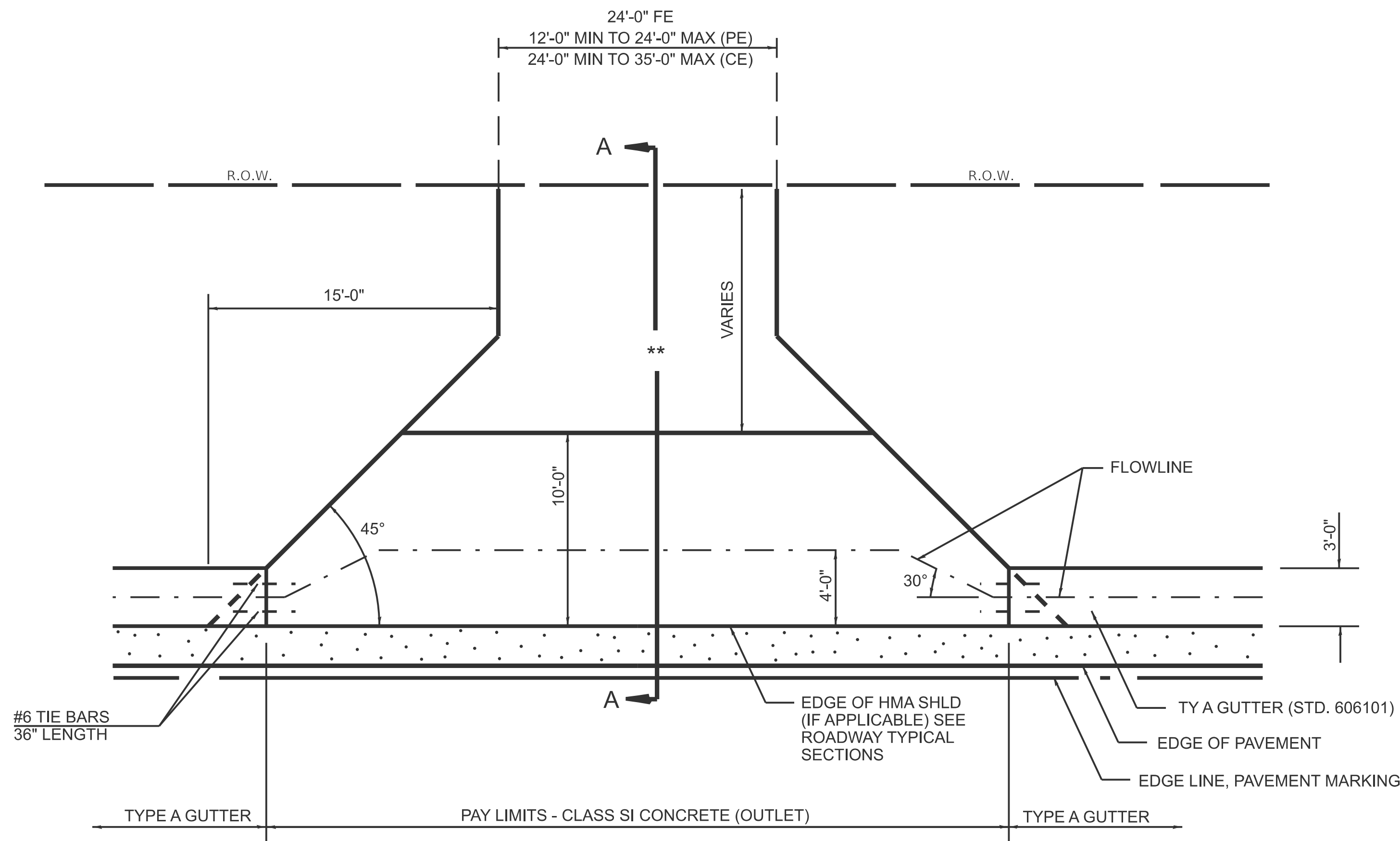
**SECTION X-X THRU MAILBOX TURNOUT
ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX EARTH OR AGGREGATE PE & FE**

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE)



**SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX HMA OR CONC PE OR CE**

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE)



PLAN - RURAL FE, PE & CE

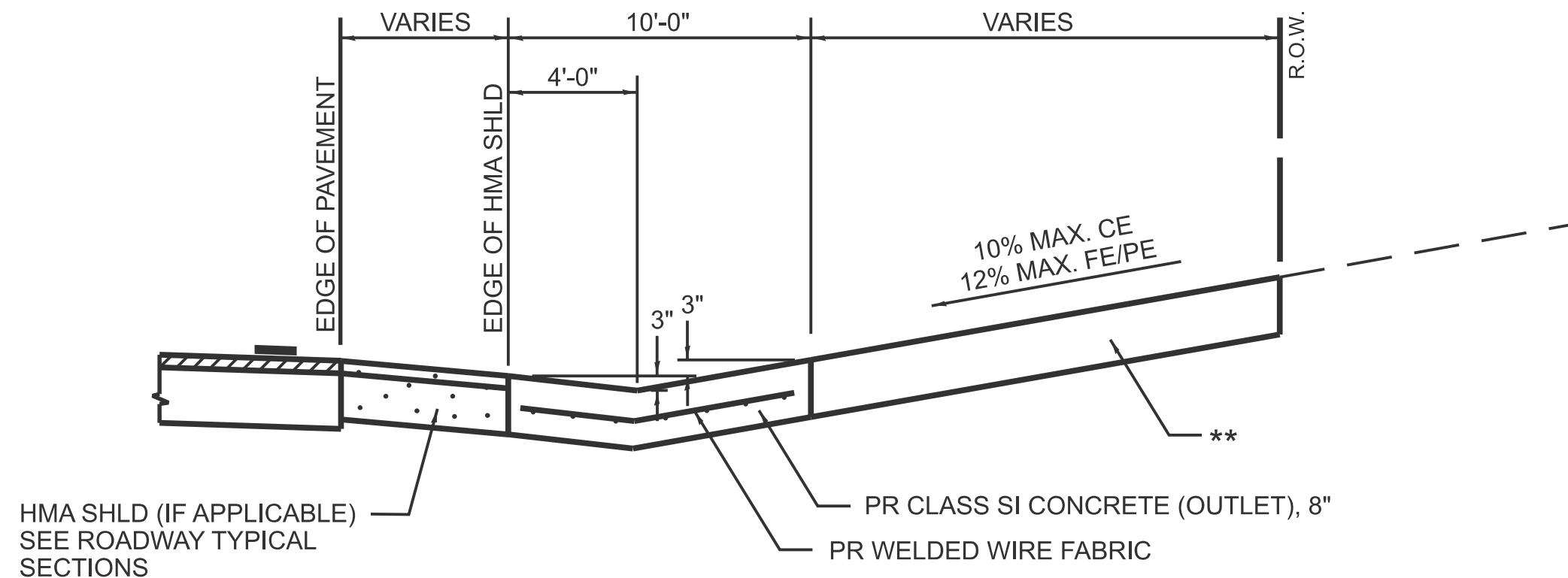
NOTES:

1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)

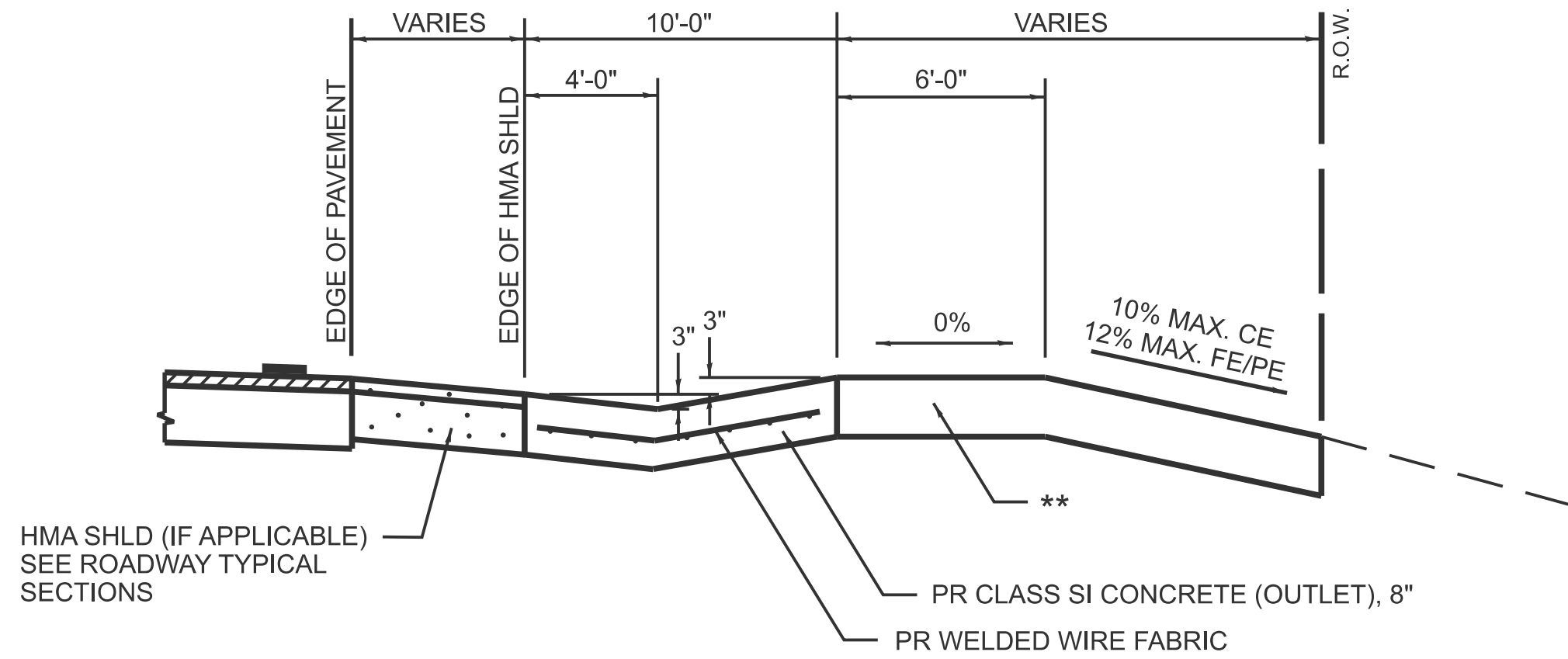
** MATCH IN KIND BEHIND THE CONCRETE APRON
FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE BASE COURSE, TYPE B, 8"- PE/FE
PR PCC DRIVEWAY PAVT 8"- CE

FOR EX HMA SURFACES :
PR INCIDENTAL HMA SURFACING 6"- PE
PR INCIDENTAL HMA SURFACING 8"- CE

FOR EX PCC SURFACES :
PR PCC DRIVEWAY PAVT 6"- PE
PR PCC DRIVEWAY PAVT 8"- CE

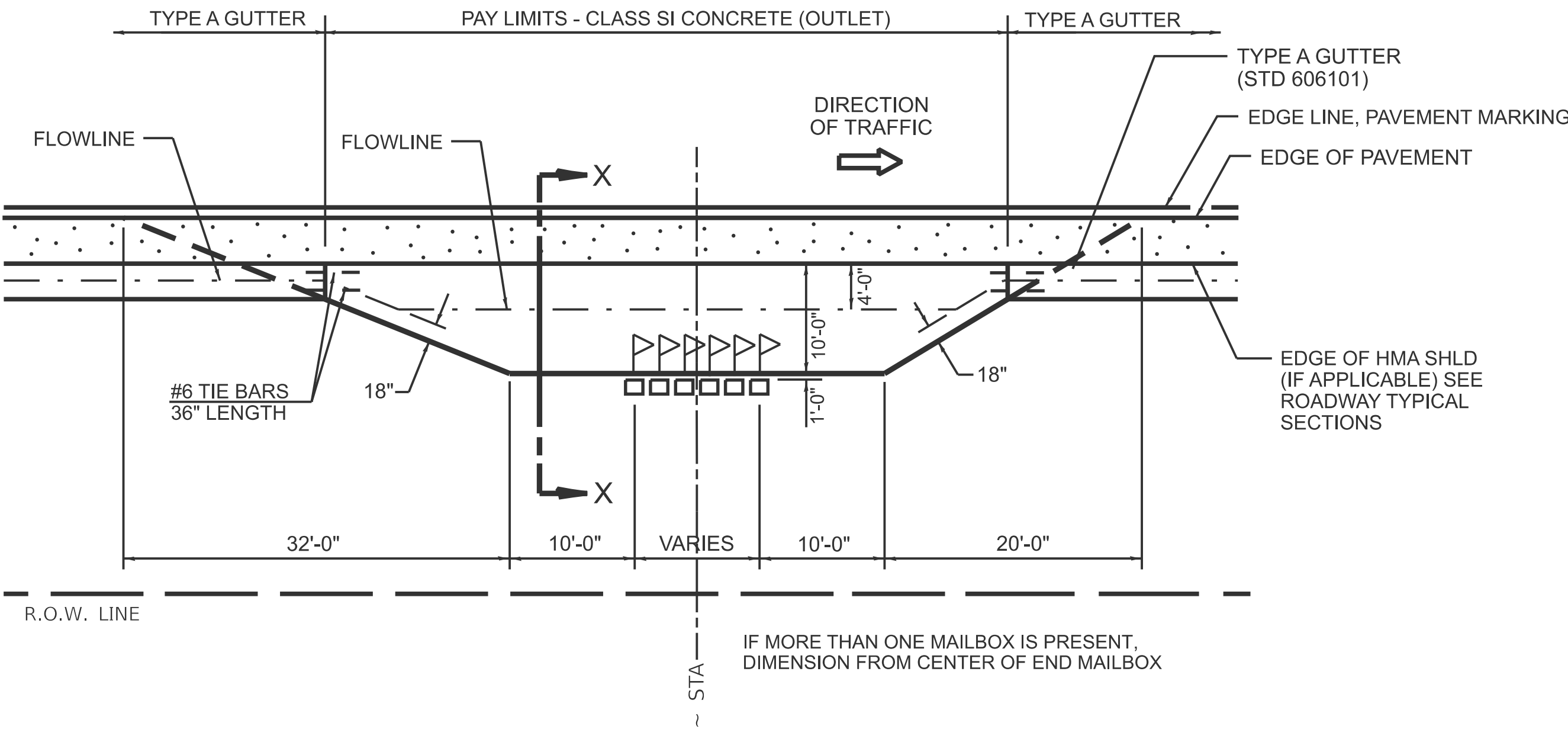


**SECTION A - A
(CUT SECTION)**

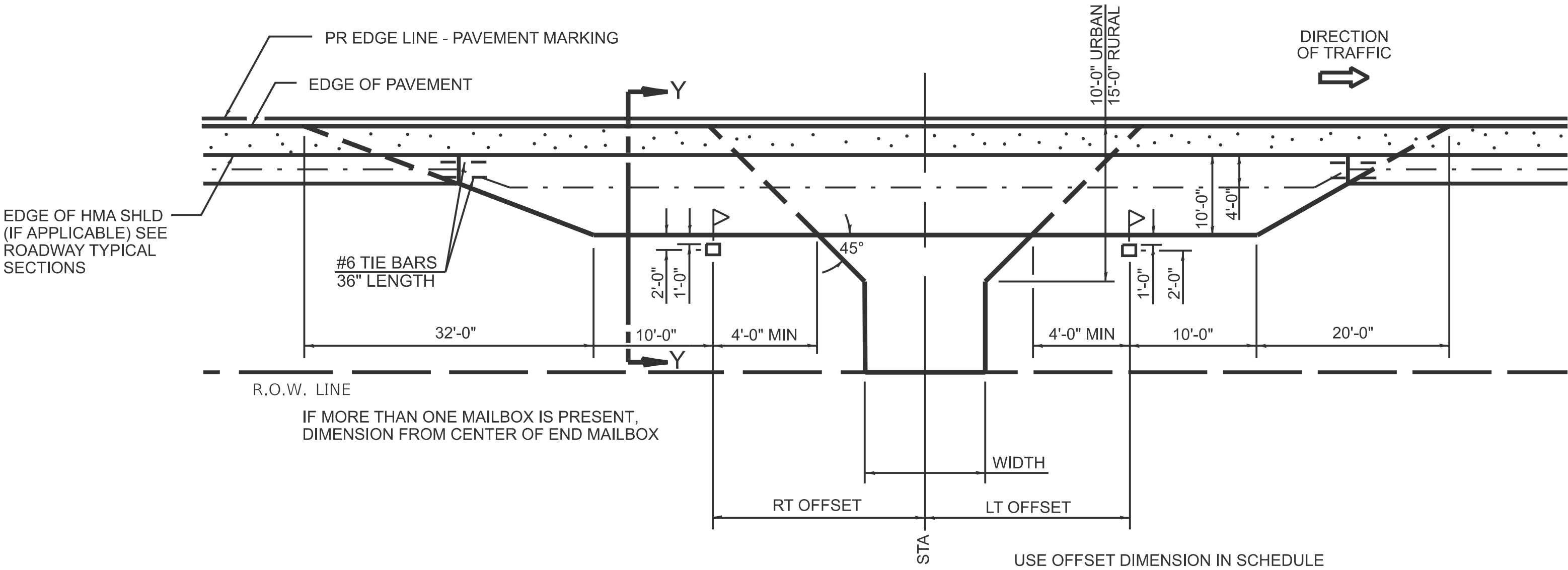


**SECTION A - A
(FILL SECTION)**

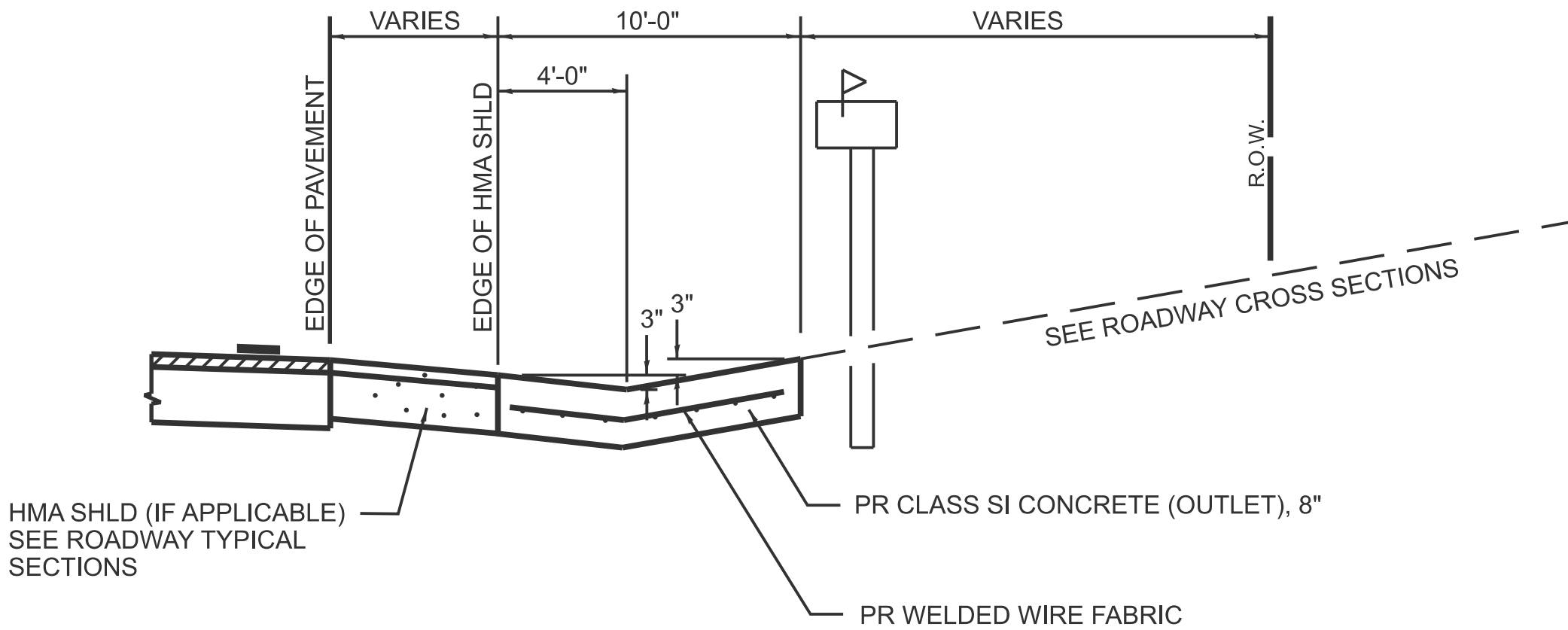
DETAILS OF MAILBOX TURNOUTS



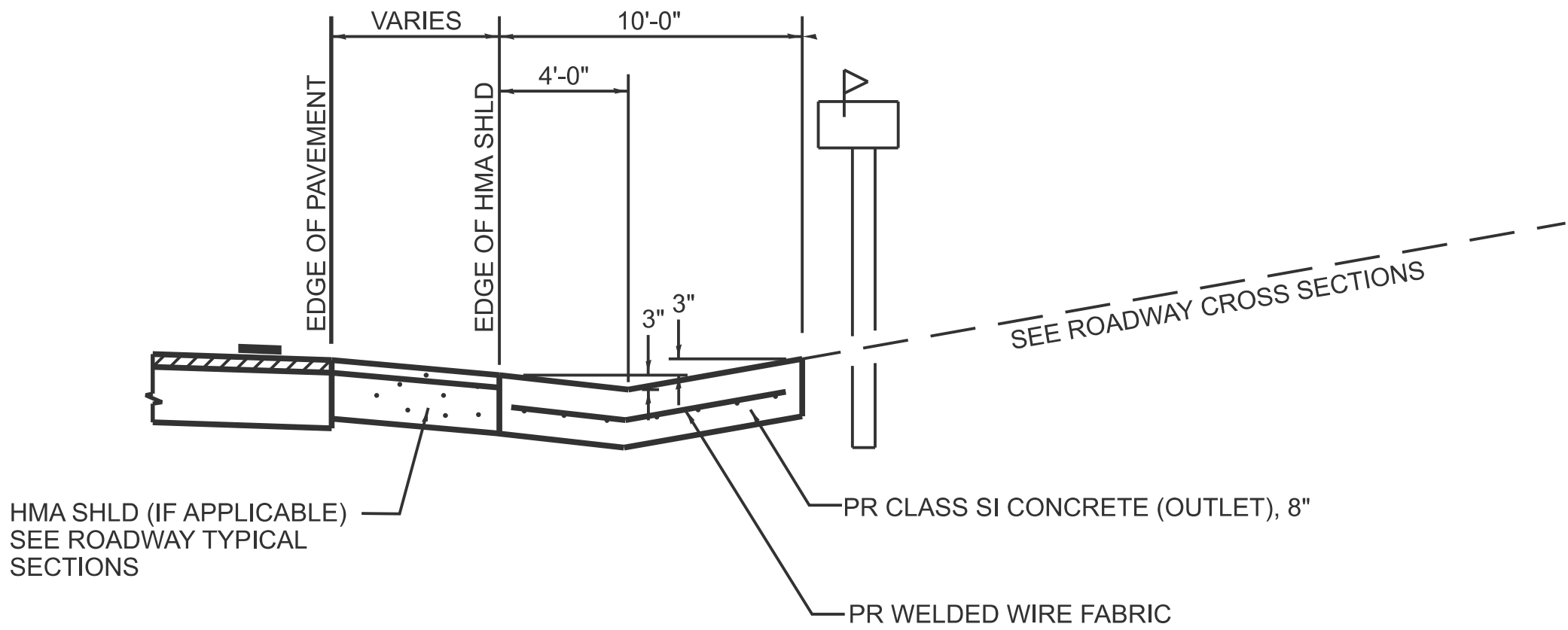
PLAN - RURAL MULTIPLE MAILBOX TURNOUT



PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



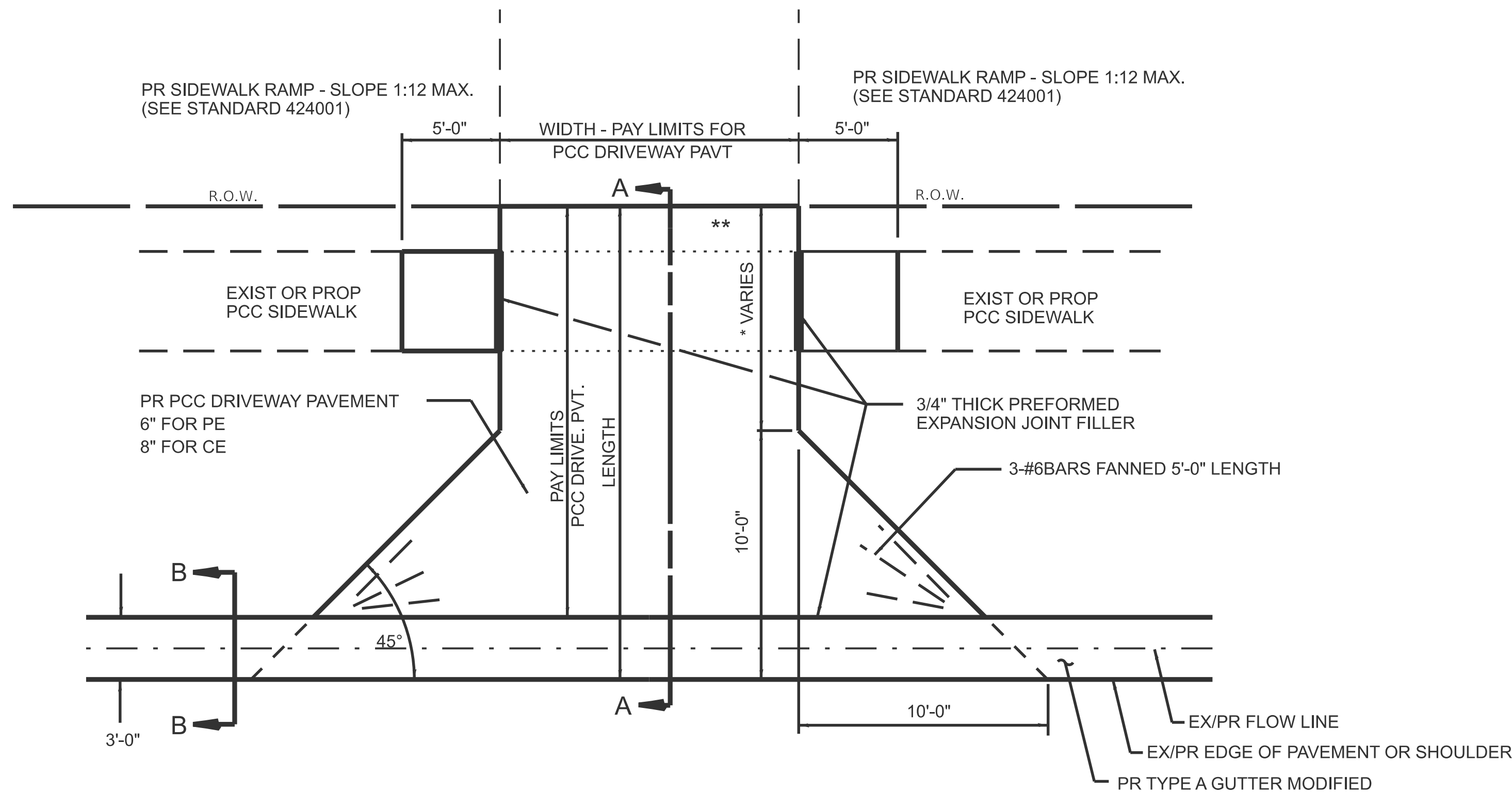
SECTION X-X THRU MAILBOX TURNOUT



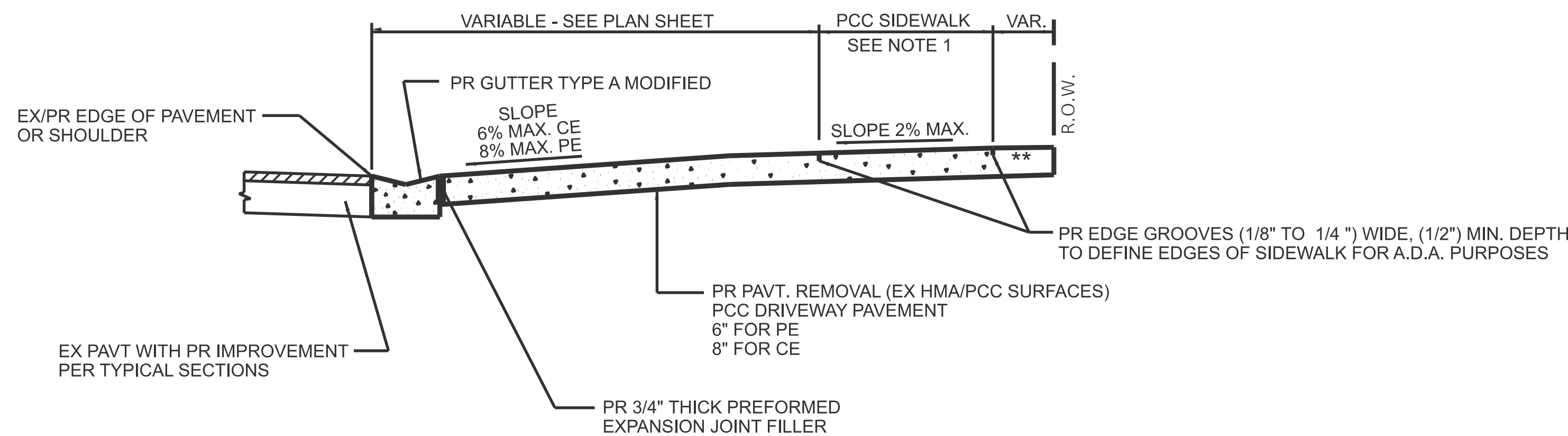
SECTION Y-Y THRU MAILBOX TURNOUT

- NOTES:
1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)

[illegible]



PLAN - URBAN PE & CE



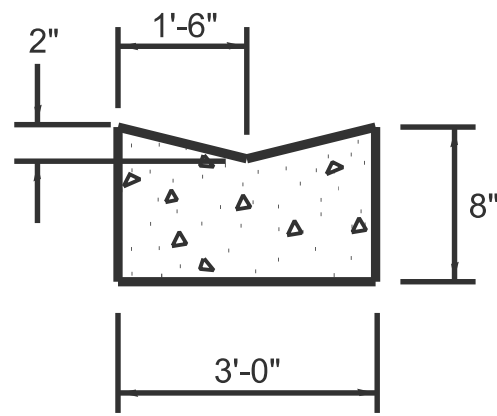
SECTION A - A

**** MATCH IN KIND BEHIND SIDEWALK**
 FOR EX EARTH OR AGGREGATE SURFACES :
 PR AGGREGATE BASE COURSE, TYPE B 6" - PE/FE
 PR PCC DRIVEWAY PAVT. 8" - CE

FOR EX HMA CONC. SURFACES :
 PR INCIDENTAL HMA SURFACING 6"- PE
 PR INCIDENTAL HMA SURFACING 8"- CE

FOR EX PCC SURFACES :
 PR PCC DRIVEWAY PAVT. 6"- PE
 PR PCC DRIVEWAY PAVT. 8"- CE

* NOTE : IN AREAS WITH NO SIDEWALK, MATCH IN KIND BEHIND 10' FLARE

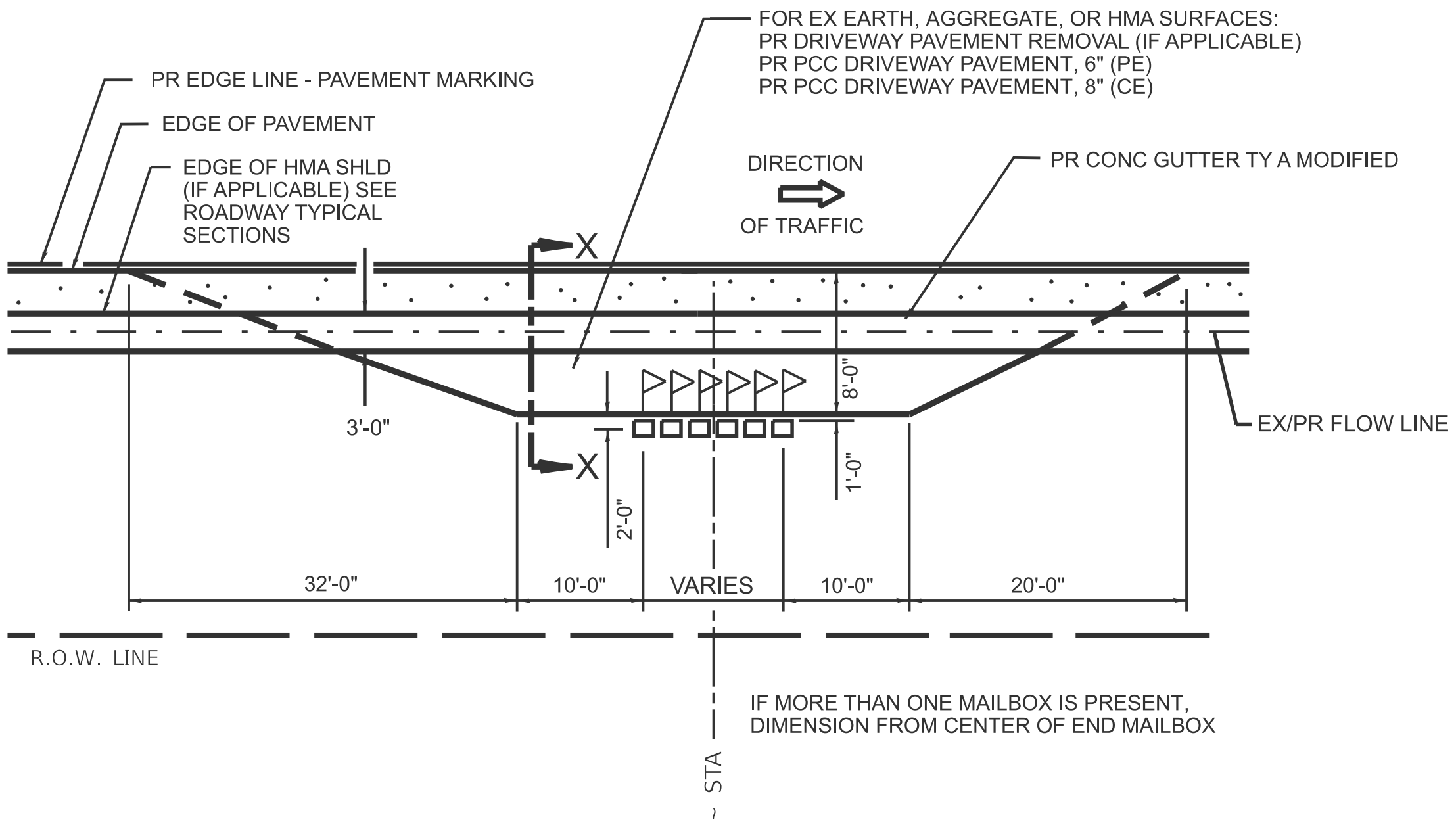


SECTION B - B

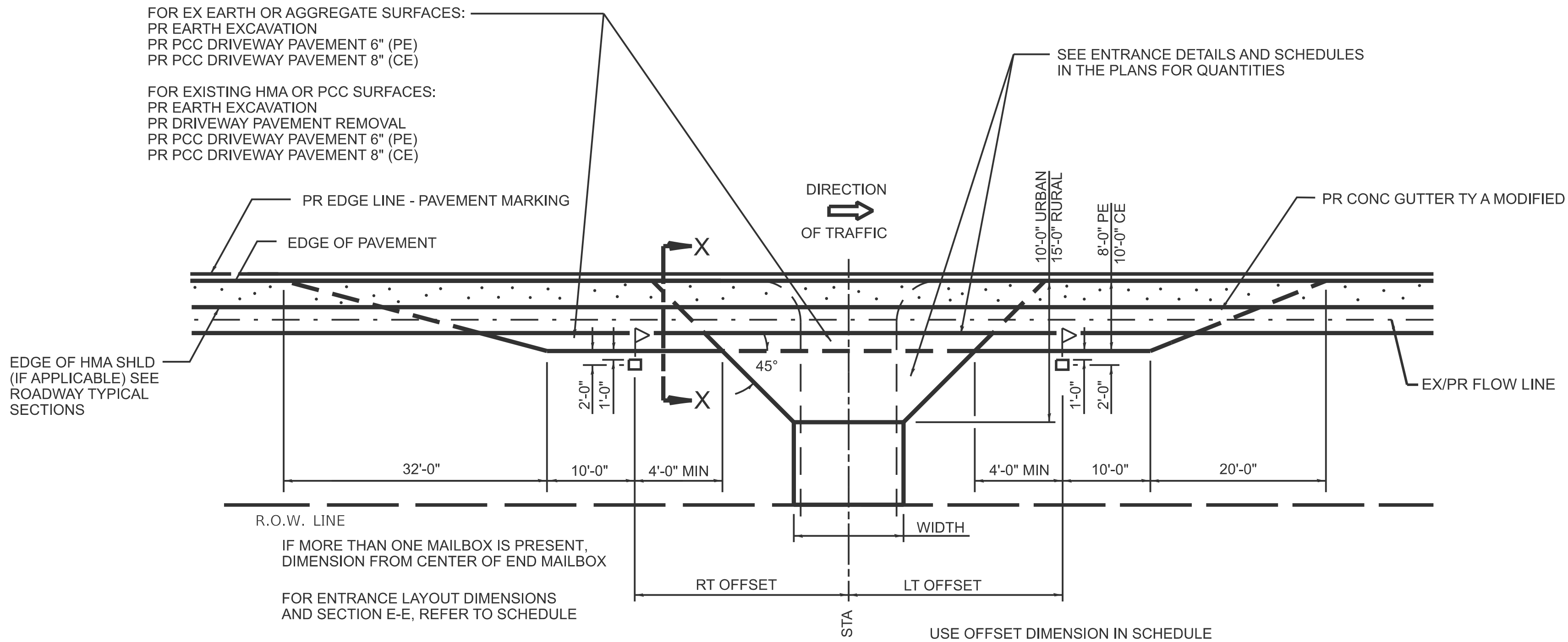
NOTES:

1. SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
2. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER AND REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF P.C.C. DRIVEWAY PAVEMENT.

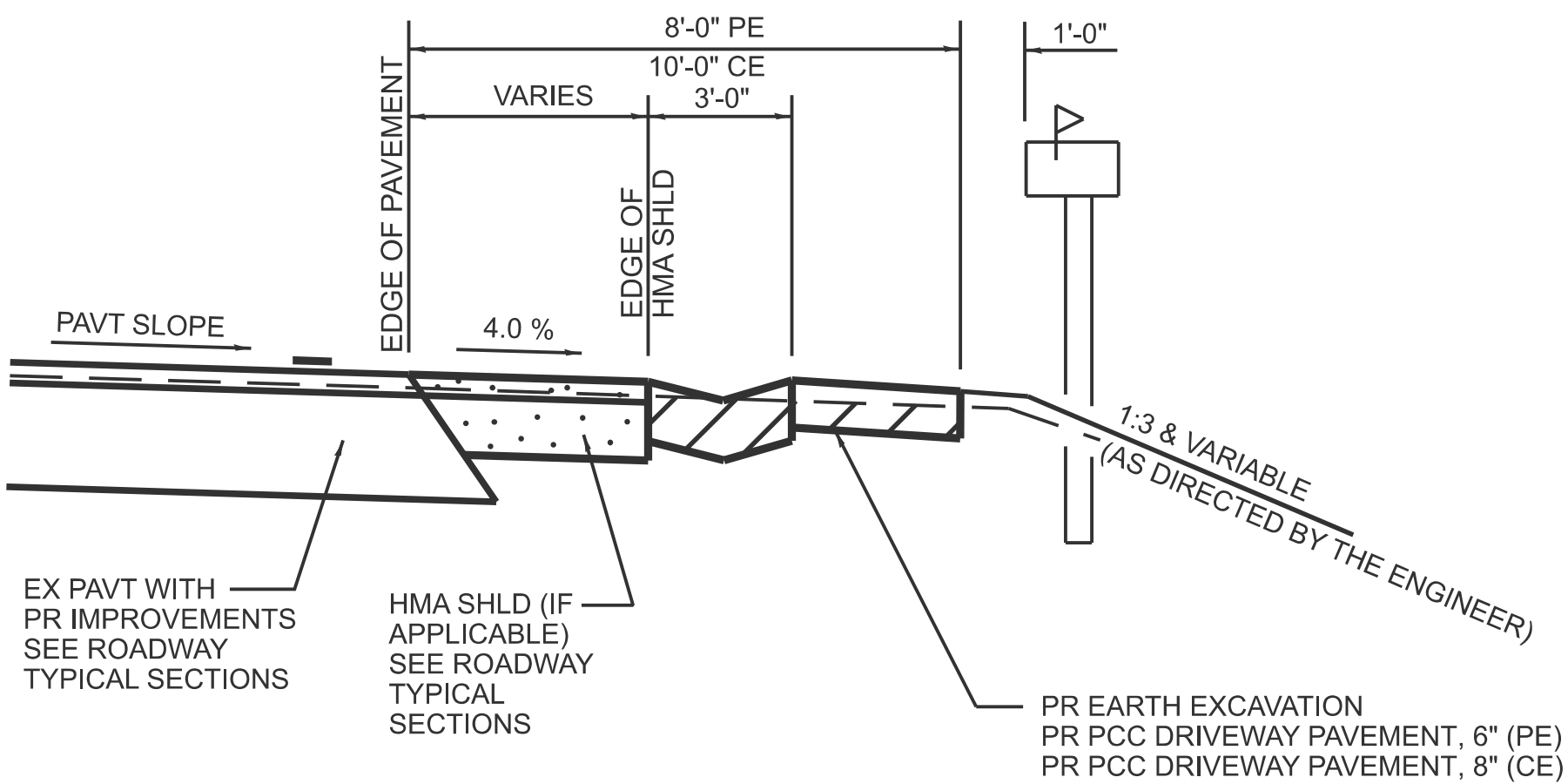
DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

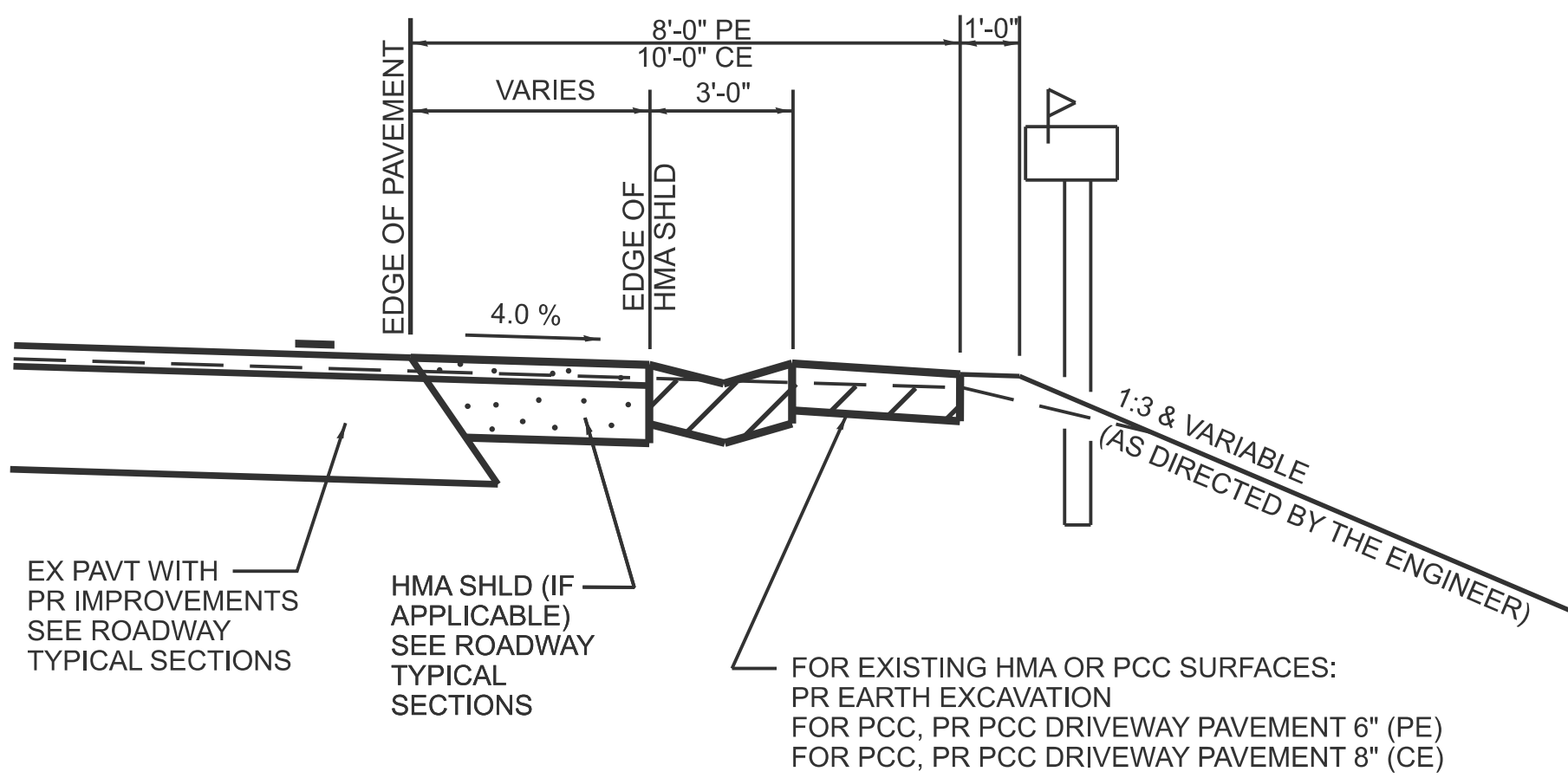


PLAN - MAILBOX TURNOUTS
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



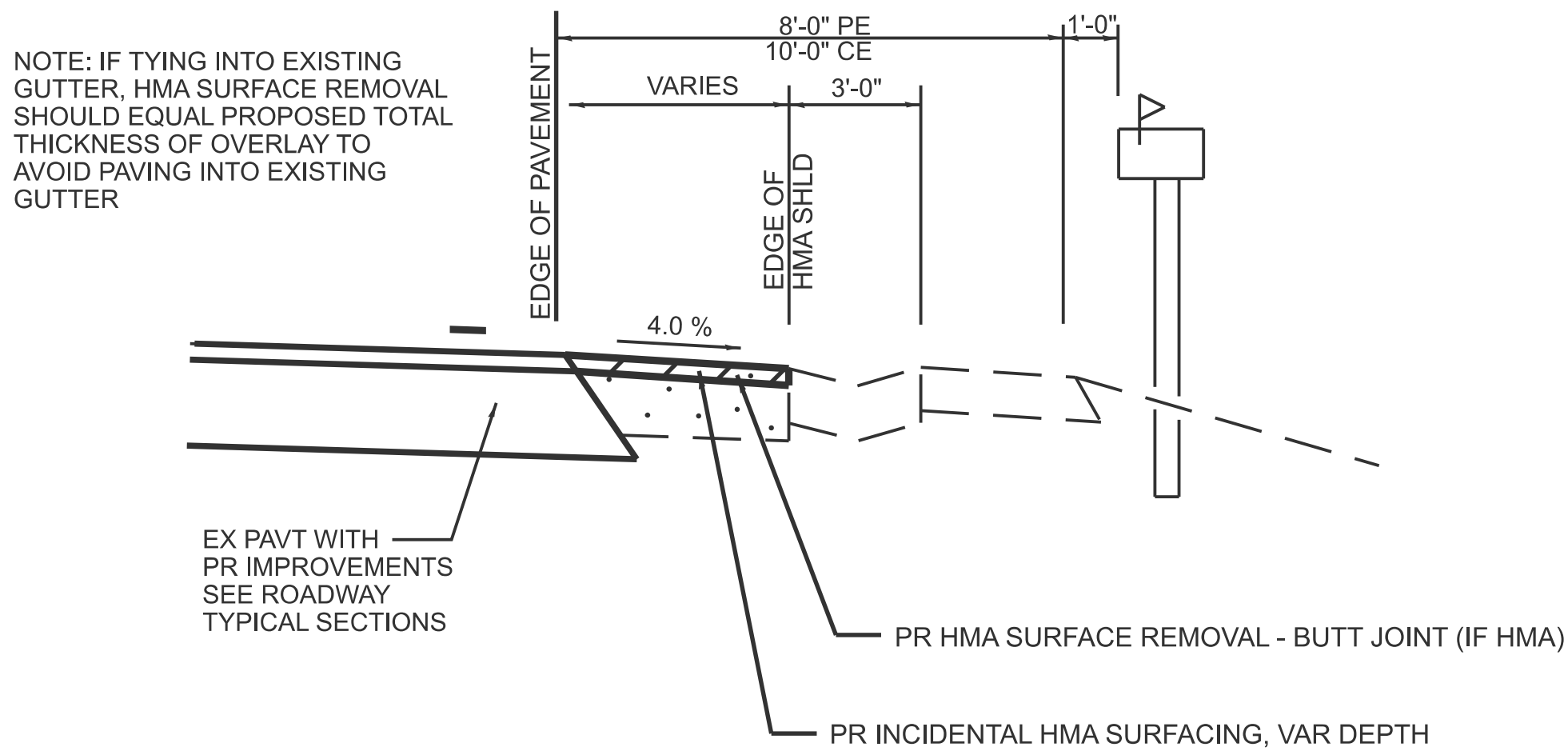
SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS OF
EX EARTH OR AGGREGATE

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE)



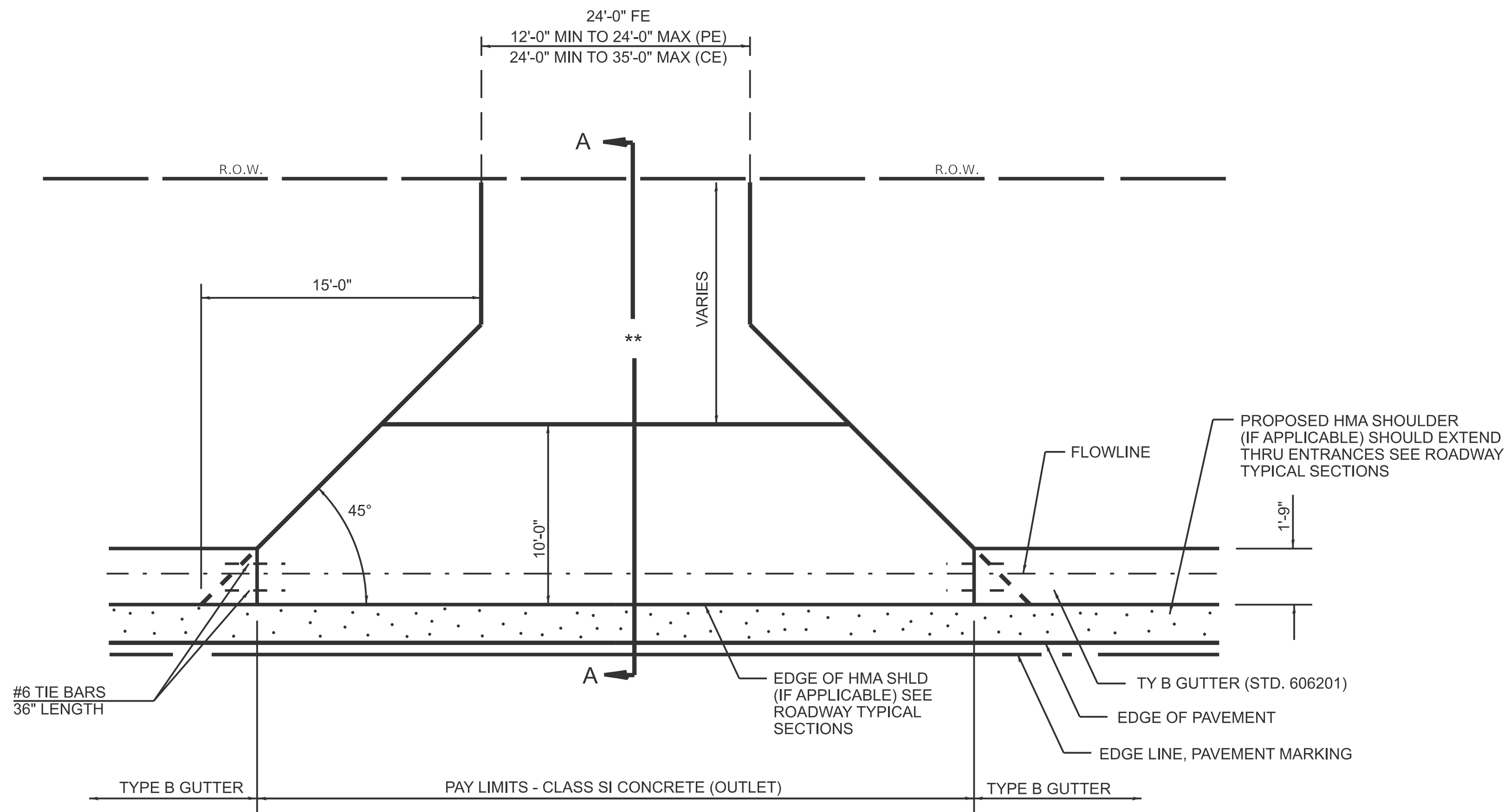
SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX HMA & PCC PE & CE WITH NEW HMA SHLD

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE)



SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX HMA & PCC PE & CE W/O NEW HMA SHLD

NOTE: IF THERE IS A NEW HMA SHOULDER PROPOSED, THEN THE ENTIRE EXISTING MB TURNOUT WILL BE REPLACED. IF THERE IS NO PROPOSED NEW HMA SHOULDER, THE EXISTING MB TURNOUT WILL BE MILLED AND RESURFACED.



PLAN - RURAL FE, PE & CE

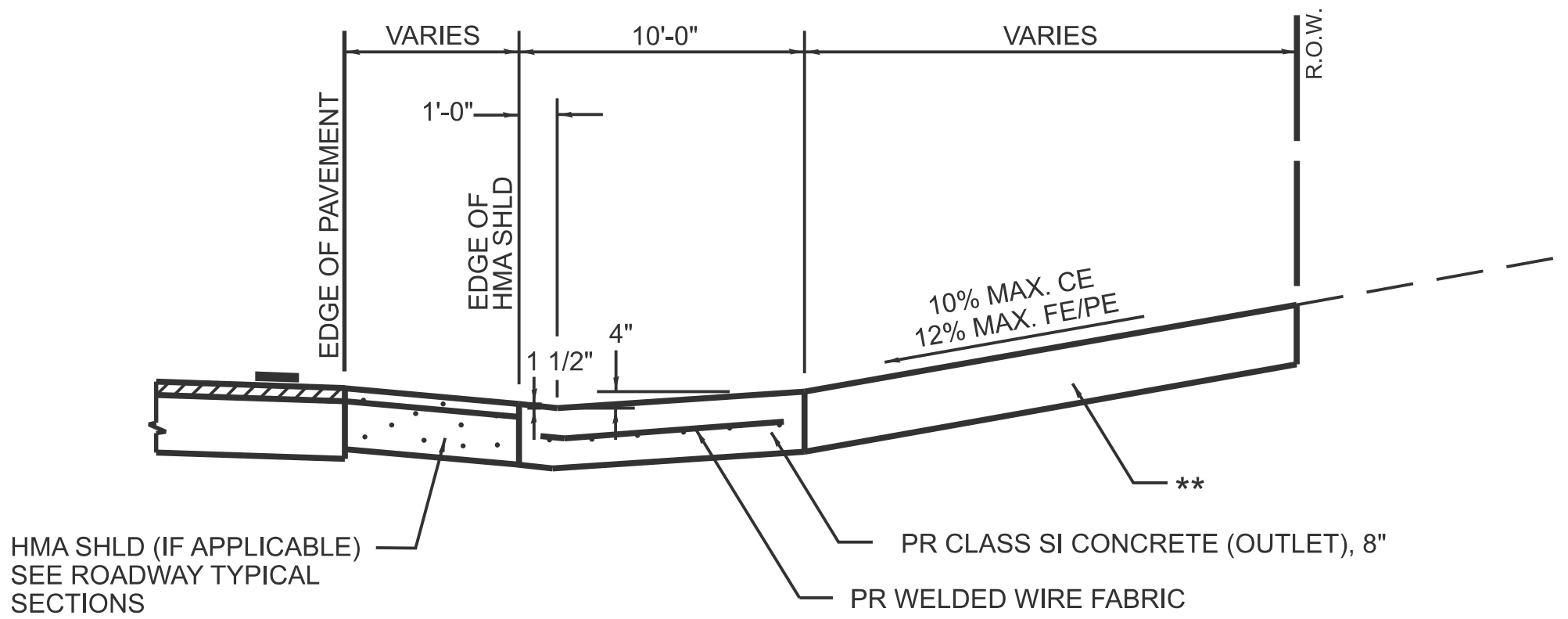
NOTES:

1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)

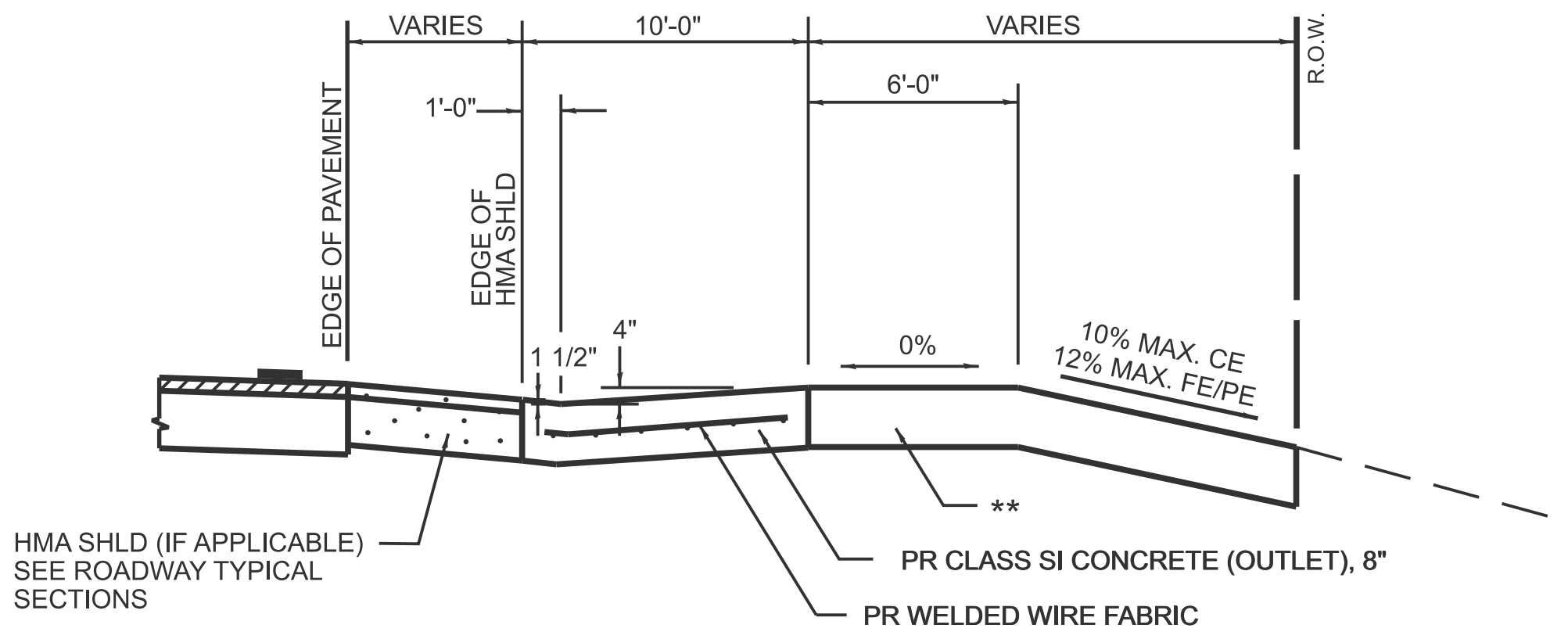
** MATCH IN KIND BEHIND THE CONCRETE APRON
FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE BASE COURSE, TYPE B, 8"- PE/FE
PR PCC DRIVEWAY PAVT 8"- CE

FOR EX HMA SURFACES :
PR INCIDENTAL HMA SURFACING 6"- PE
PR INCIDENTAL HMA SURFACING 8"- CE

FOR EX PCC SURFACES :
PR PCC DRIVEWAY PAVT 6"- PE
PR PCC DRIVEWAY PAVT 8"- CE

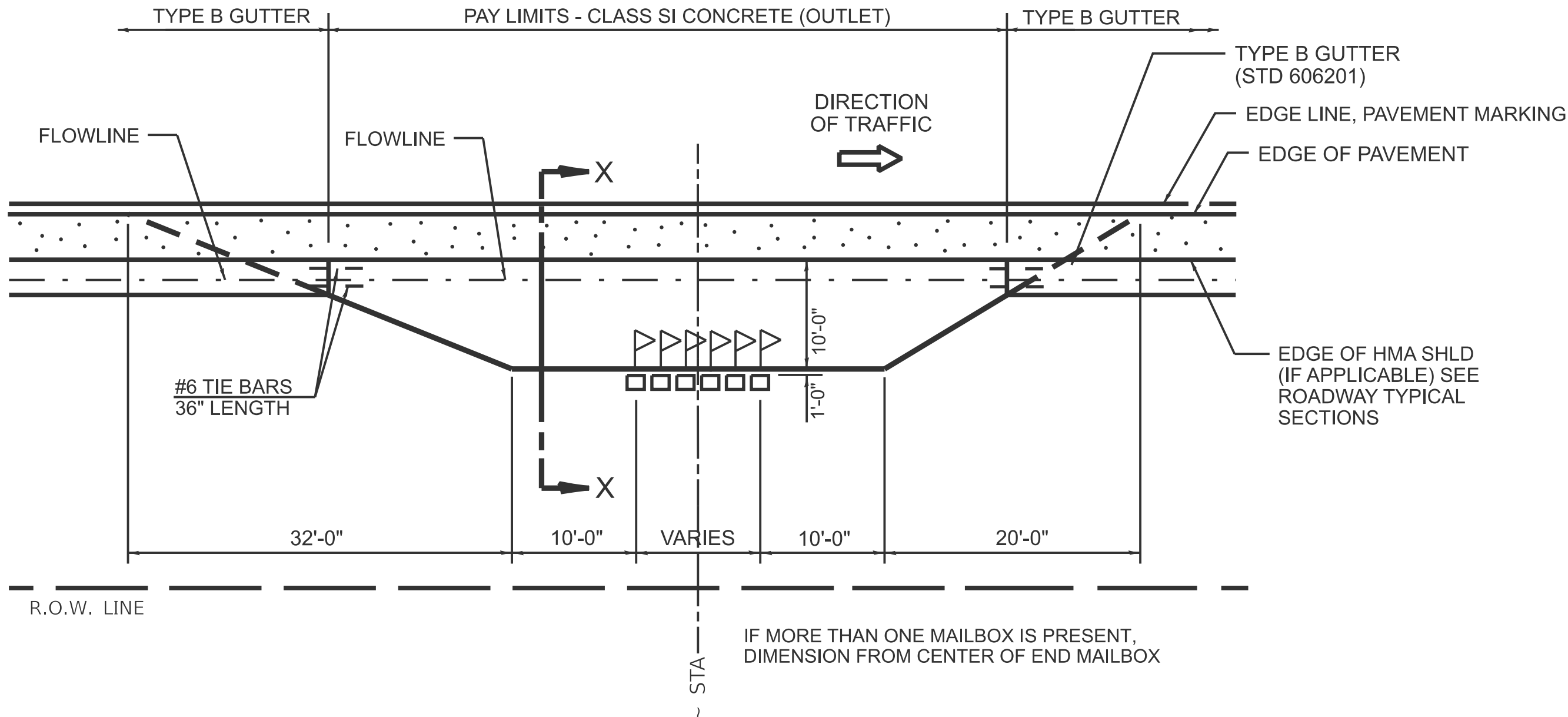


**SECTION A - A
(CUT SECTION)**

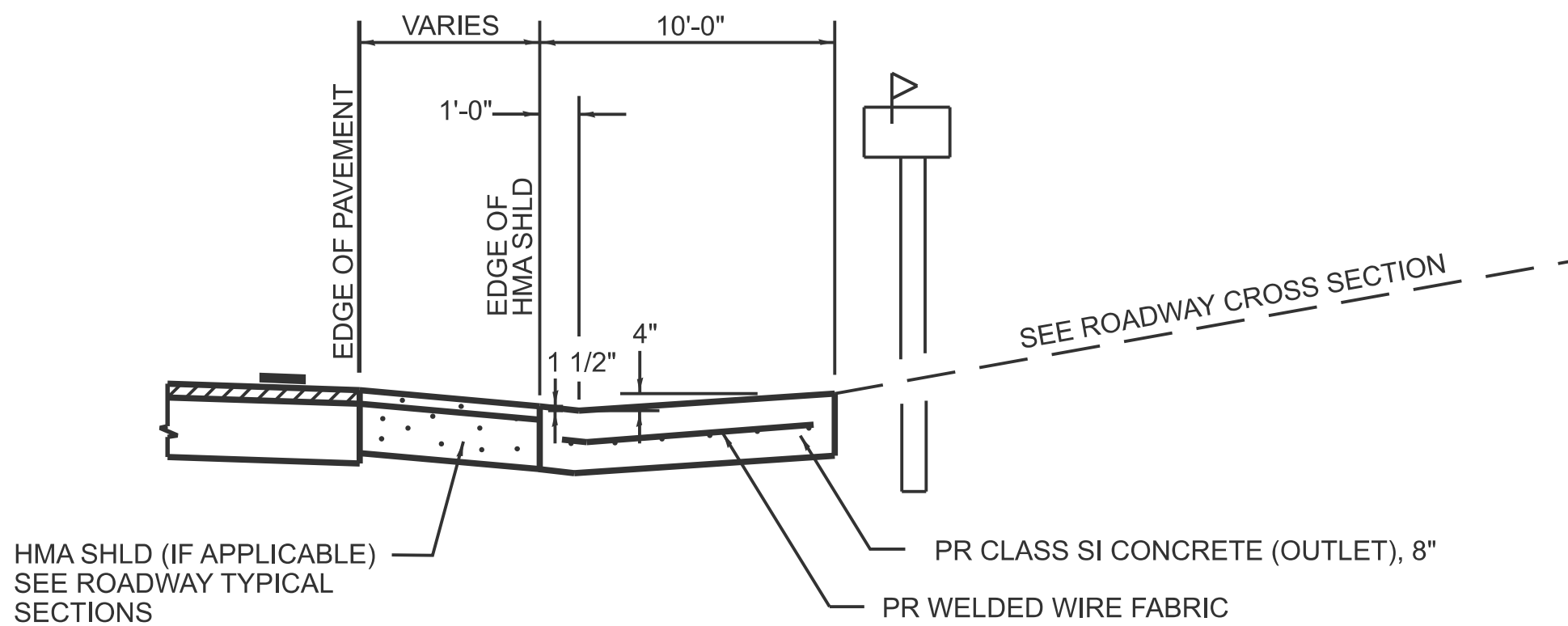


**SECTION A - A
(FILL SECTION)**

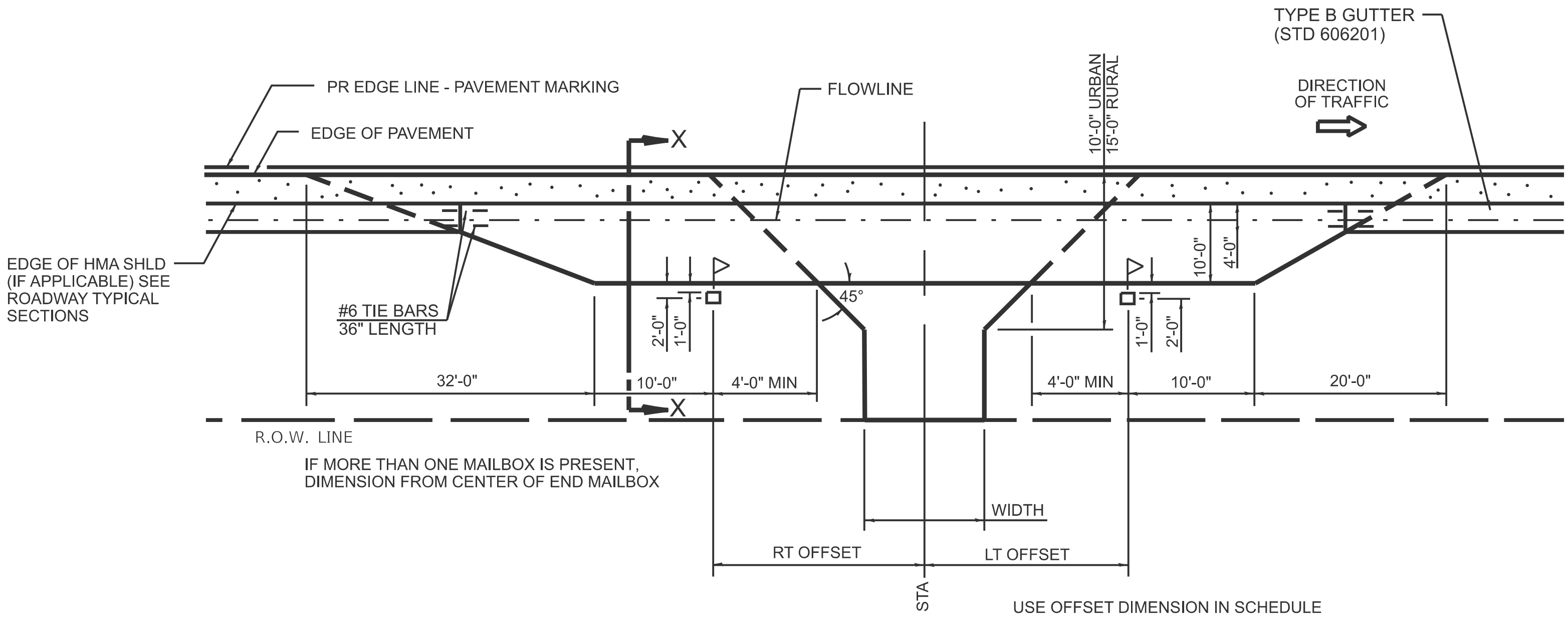
DETAILS OF MAILBOX TURNOUTS



PLAN - RURAL MULTIPLE MAILBOX TURNOUT



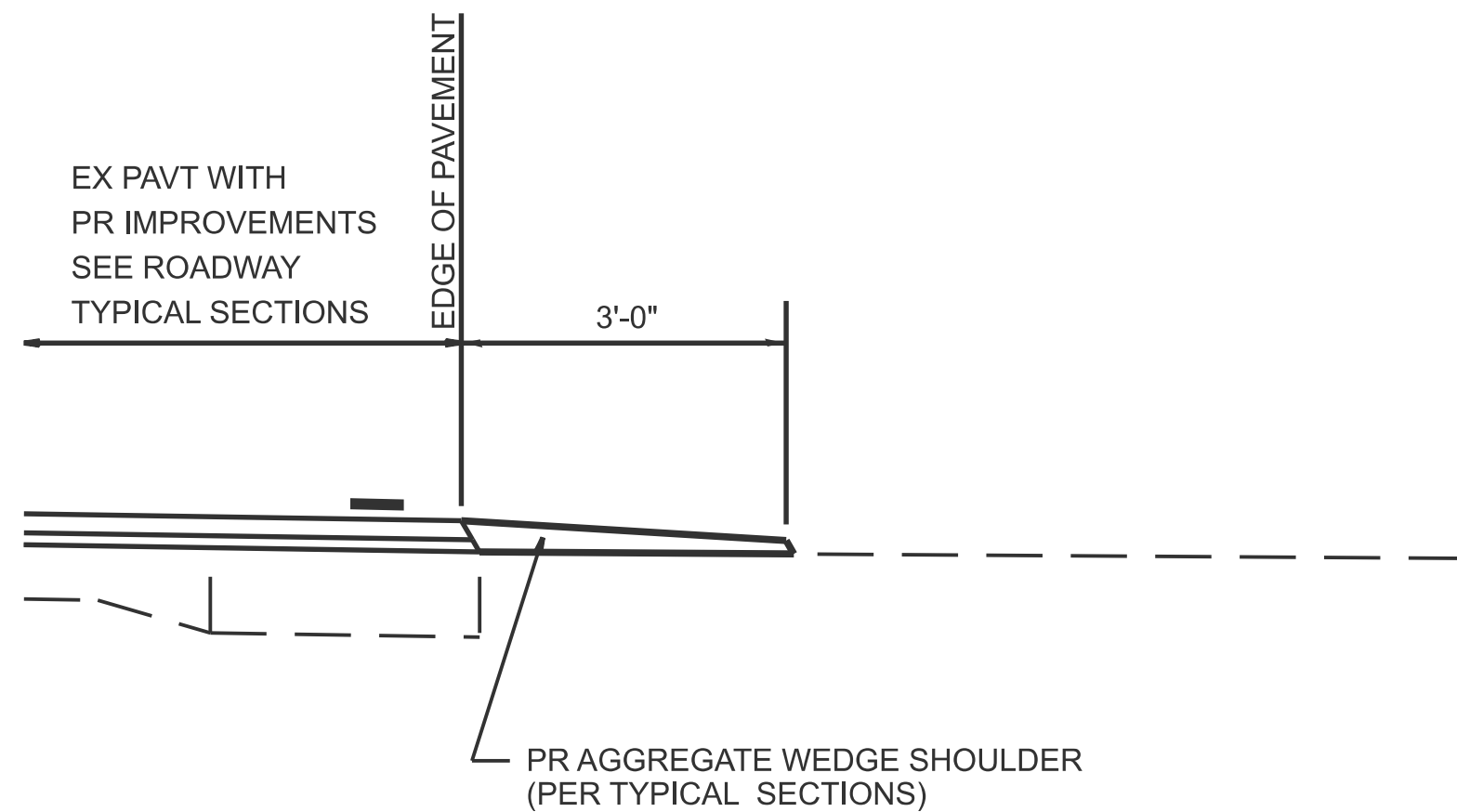
SECTION X-X THRU MAILBOX TURNOUT



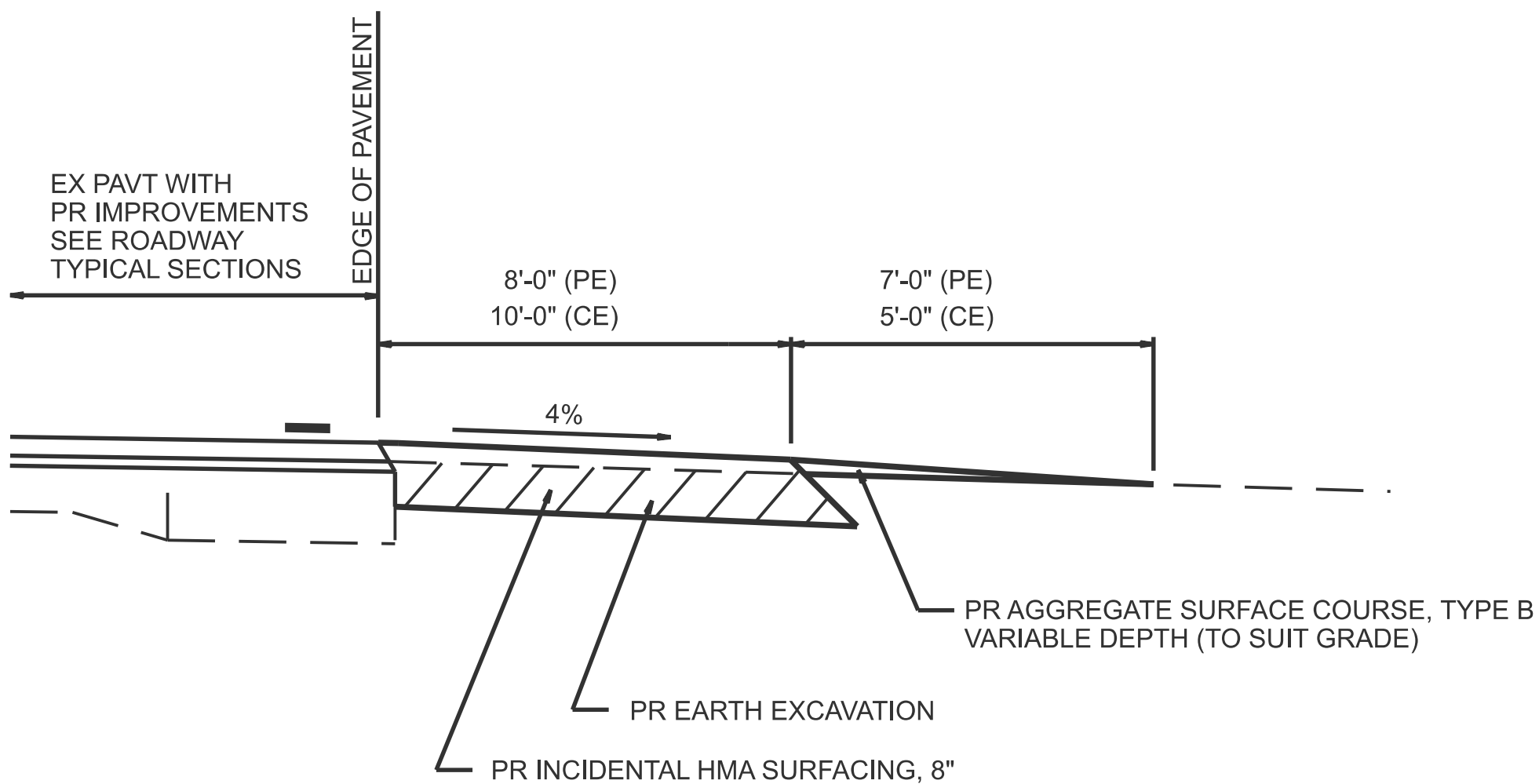
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE

NOTES:

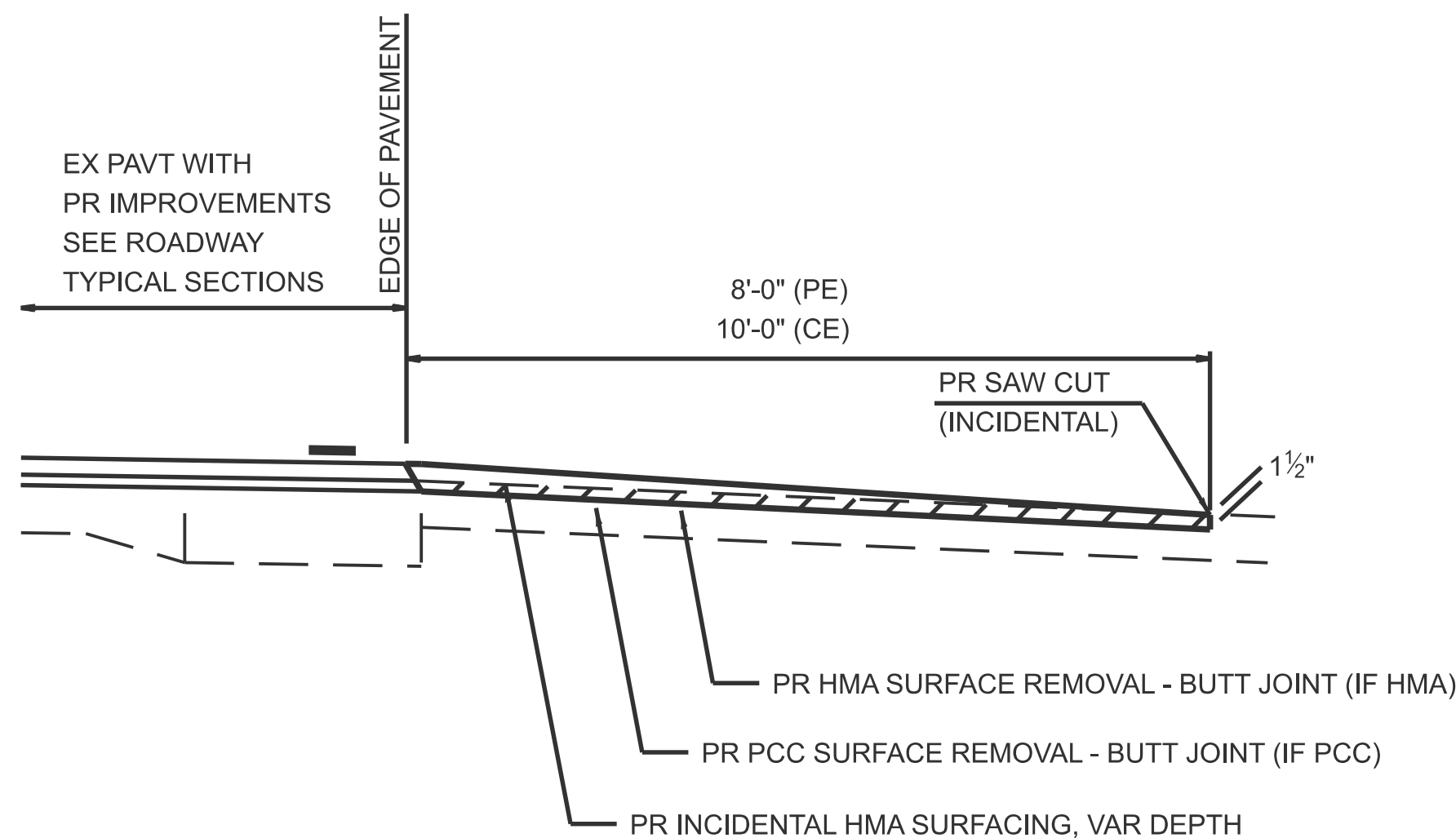
1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)



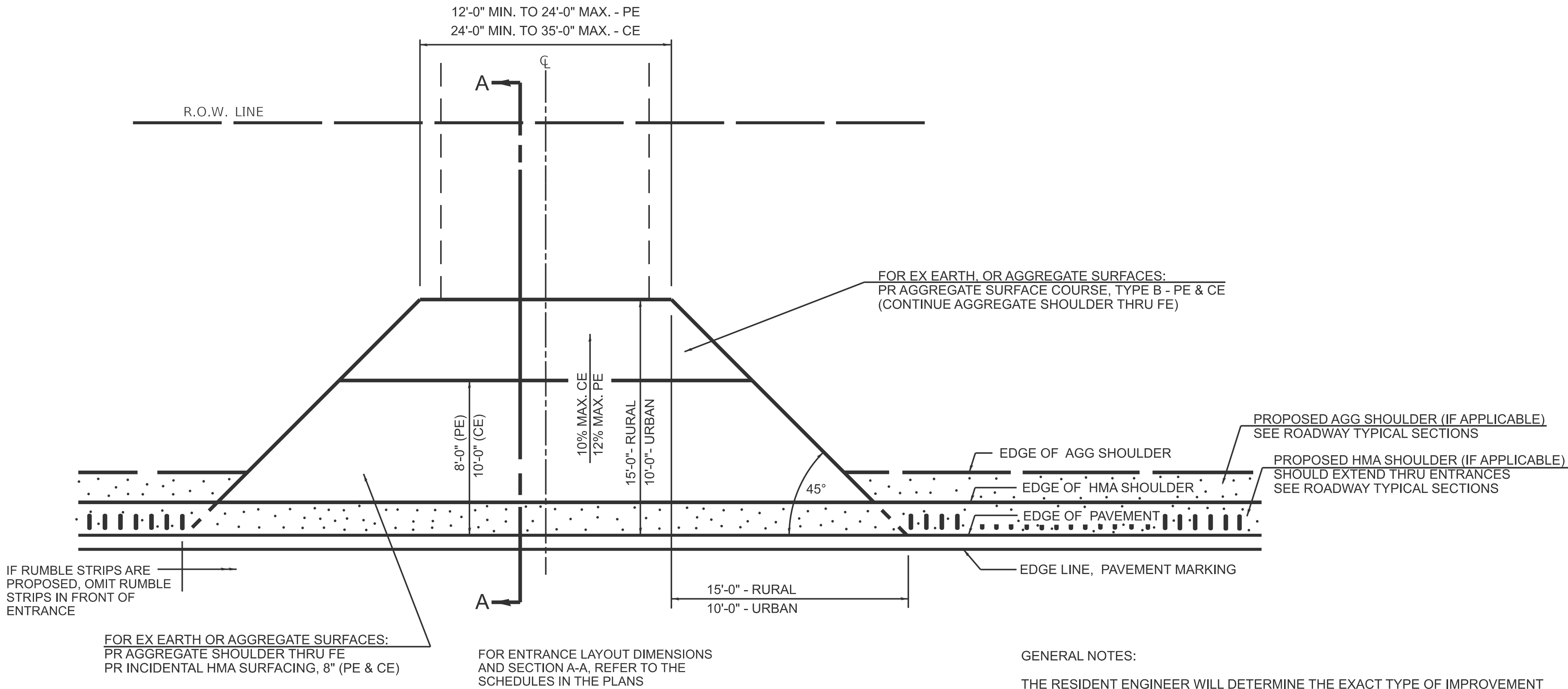
SECTION A-A FOR EX EARTH/ AGGREGATE FE



SECTION A-A FOR EX EARTH/AGGREGATE PE & CE



SECTION A-A FOR EX BITUMINOUS/ PC CONCRETE PE & CE



PLAN - ENTRANCE

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS, AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE, THEREBY REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

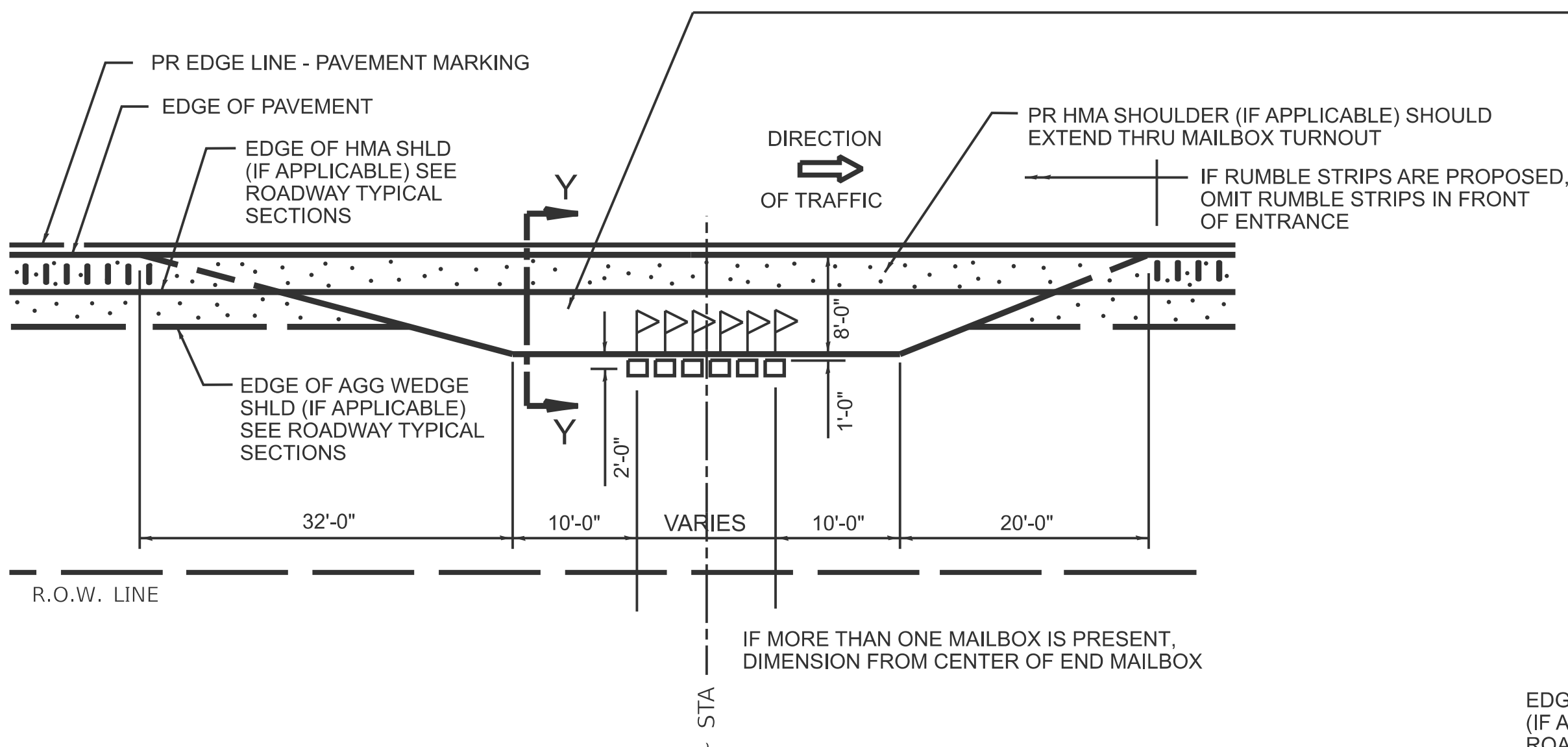
INCIDENTAL HMA SURFACING REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE PLACED ACCORDING TO THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE INCIDENTAL HMA SURFACING PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES, THE CONTRACTOR WILL BE REQUIRED TO PLACE MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 1 1/2" INCHES SHALL MEET THE REQUIREMENTS OF HMA INCIDENTAL SURFACING.

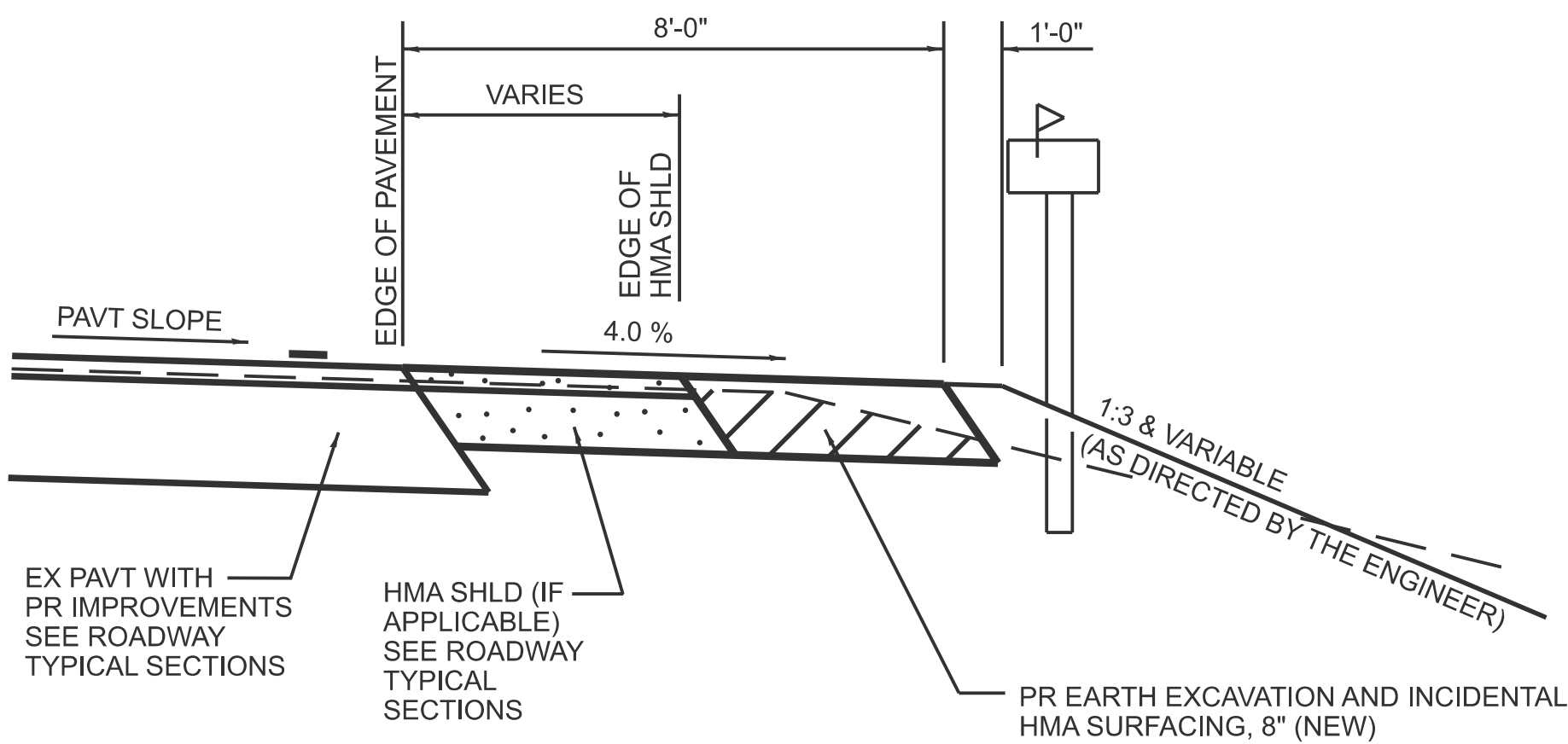
THIS WORK WILL BE PAID FOR ACCORDING TO SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

FOR SMART OVERLAYS (1 1/2" MILLING AND 1 1/2" RESURFACING PROJECTS), USE THE SAME STANDARDS AS SHOWN, OMITTING THE BINDER COURSE.

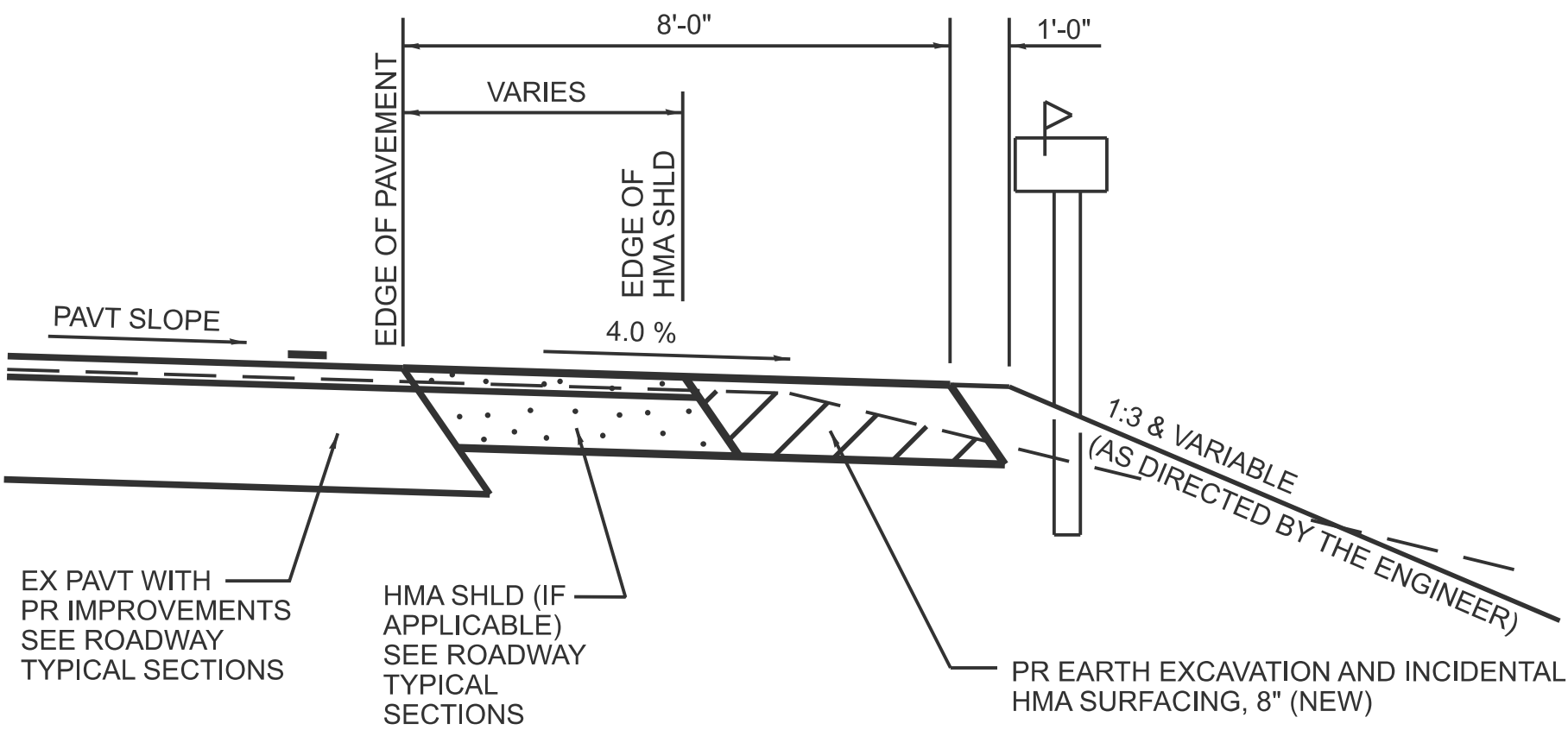
DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

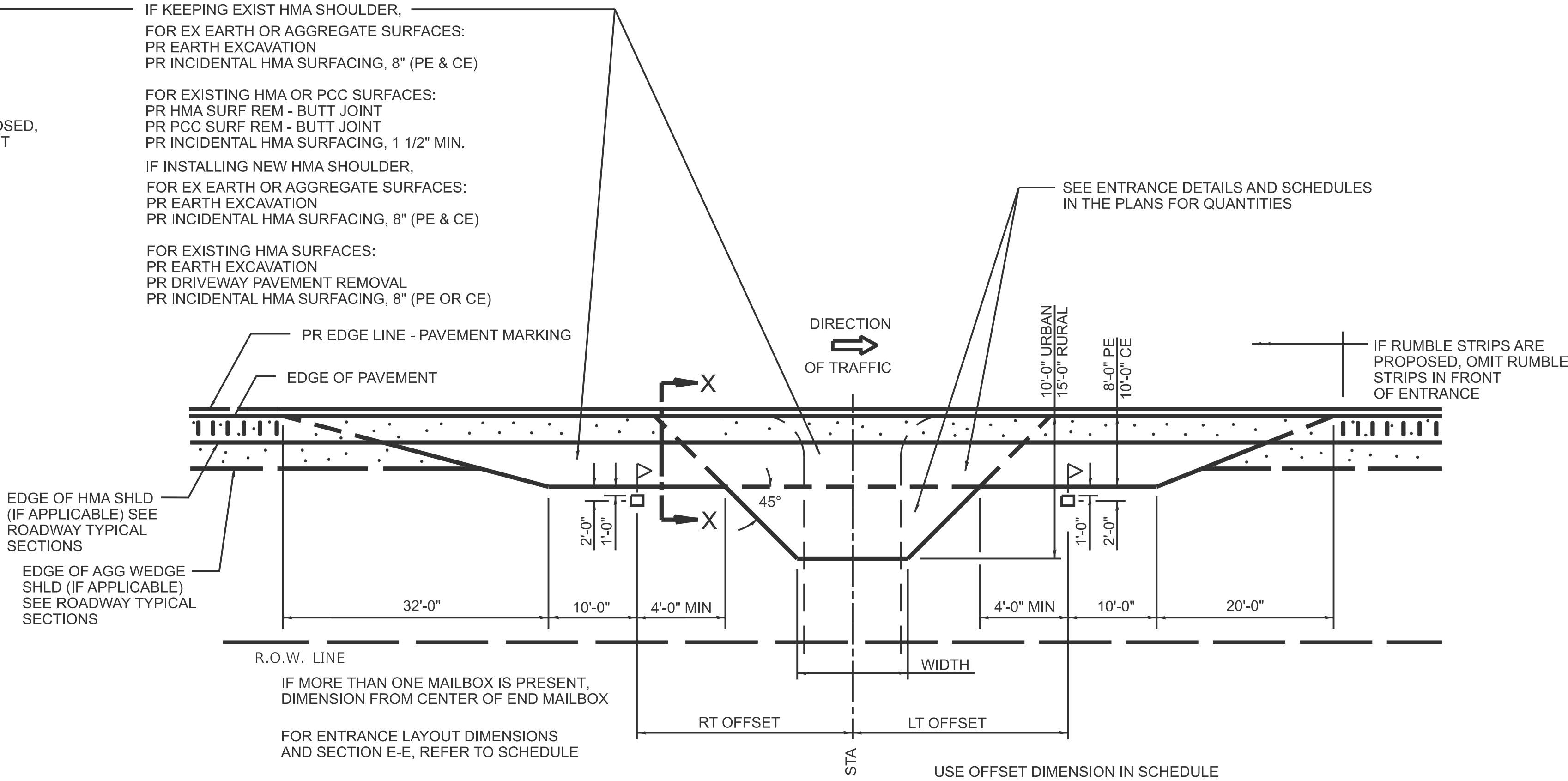


SECTION Y-Y THRU MAILBOX TURNOUT
APPLIES TO EX EARTH OR AGGREGATE STAND-ALONE MAILBOX TURNOUTS



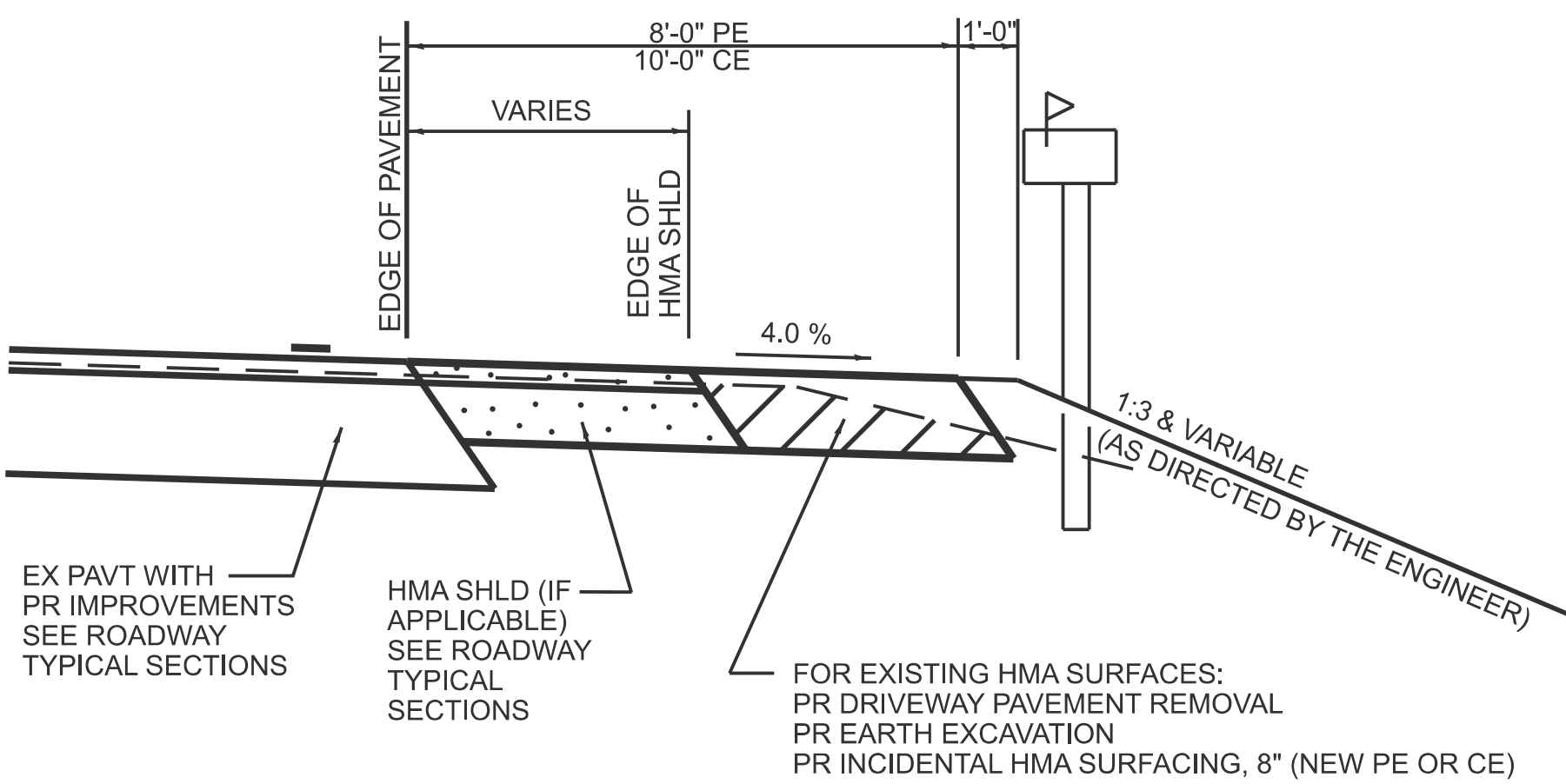
SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX EARTH OR AGGREGATE PE & FE

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST. IF EXISTING, TREAT SAME AS ENTRANCE)



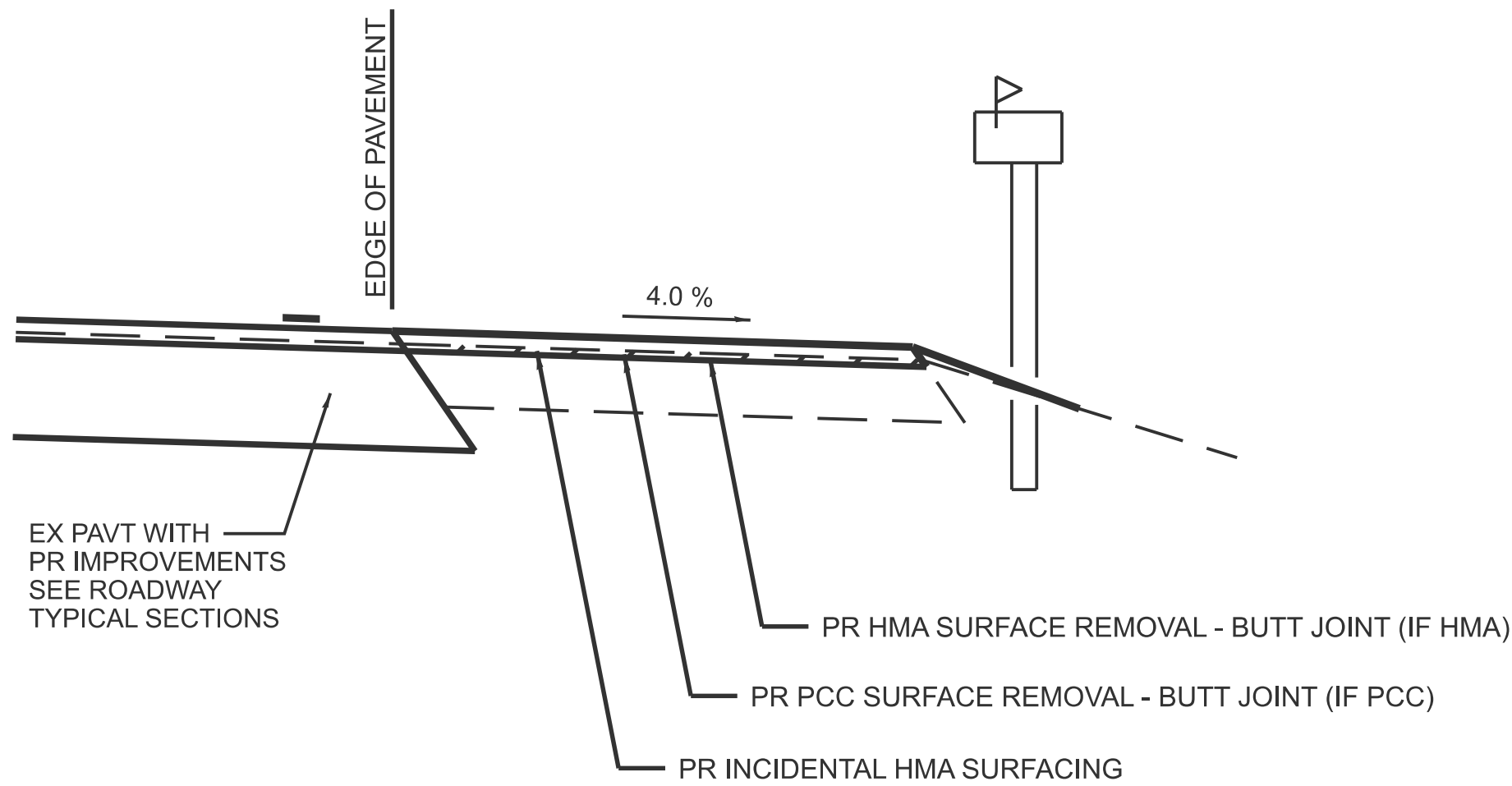
PLAN - MAILBOX TURNOUTS
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE

NOTE: IF THERE IS A NEW HMA SHOULDER PROPOSED, THEN THE ENTIRE EXISTING MB TURNOUT WILL BE REPLACED. IF THERE IS NO PROPOSED NEW HMA SHOULDER, THE EXISTING MB TURNOUT WILL BE MILLED AND RESURFACED.

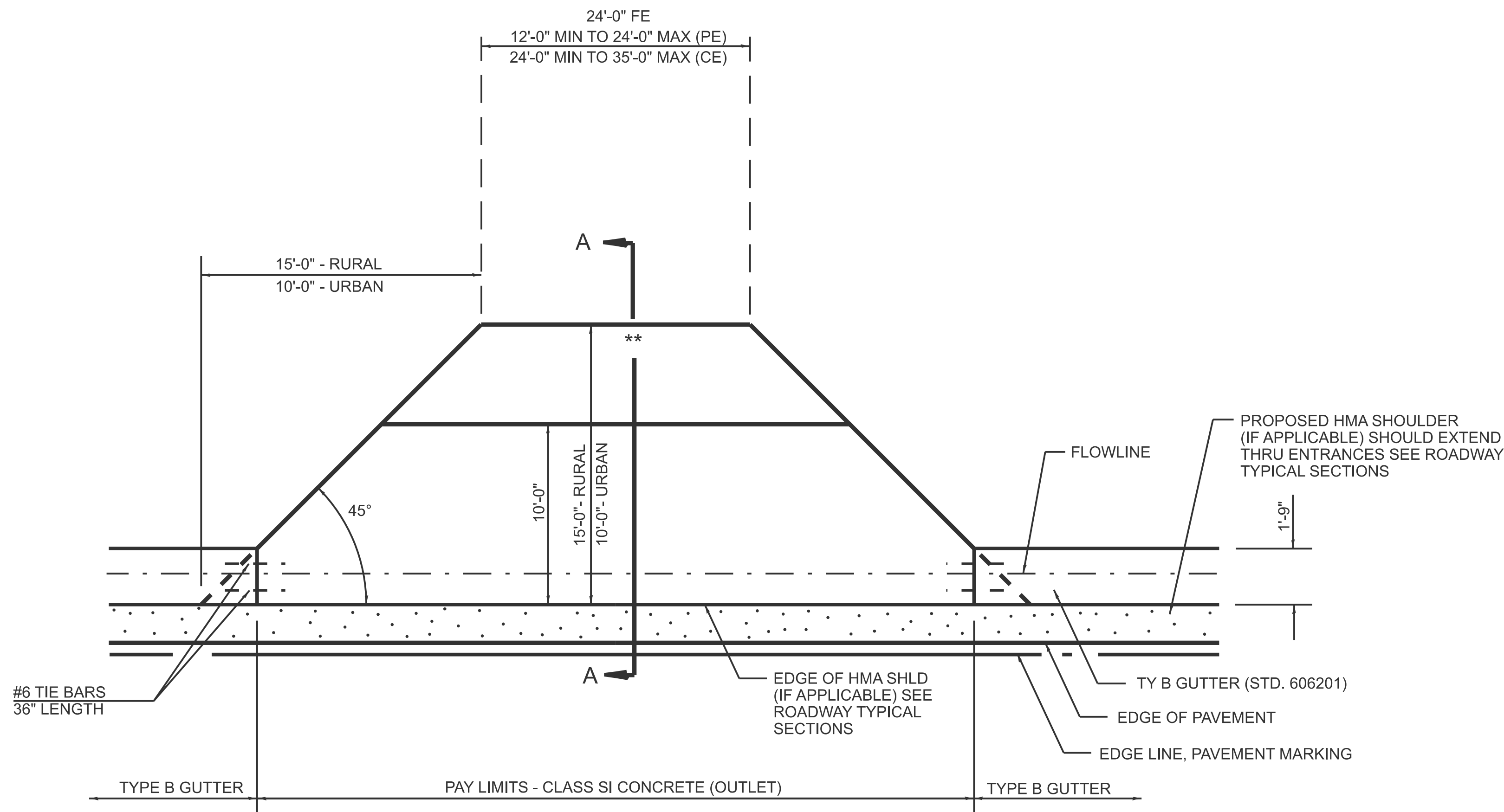


SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX HMA PE & CE WITH NEW HMA SHLD

(DETAIL APPLIES WHEN MAILBOX TURNOUT DOES NOT EXIST. IF EXISTING, TREAT SAME AS ENTRANCE)



SECTION X-X THRU MAILBOX TURNOUT
APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX HMA & PCC PE & CE W/O NEW HMA SHLD AND HMA & PCC STAND-ALONE MAILBOX TURNOUTS



PLAN - RURAL FE, PE & CE

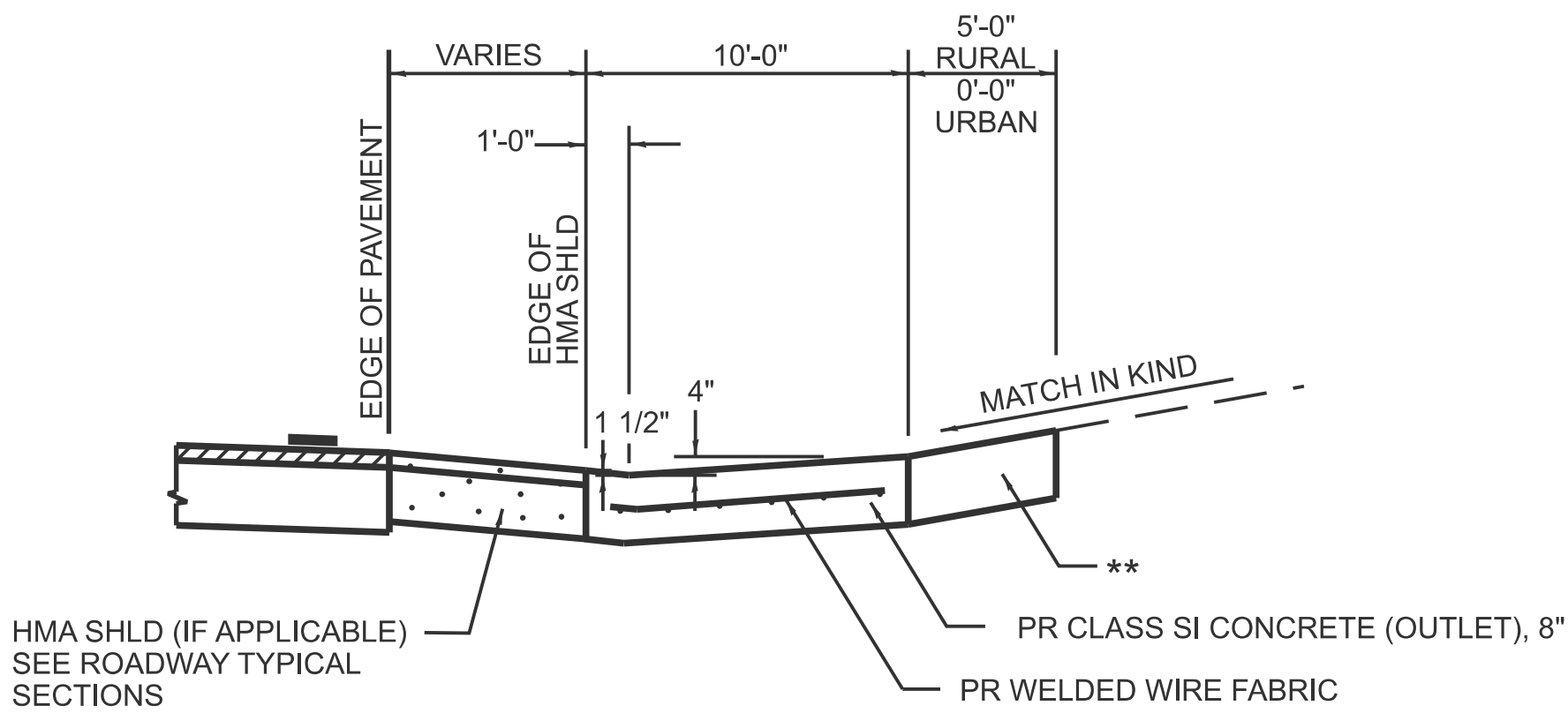
NOTES:

1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)

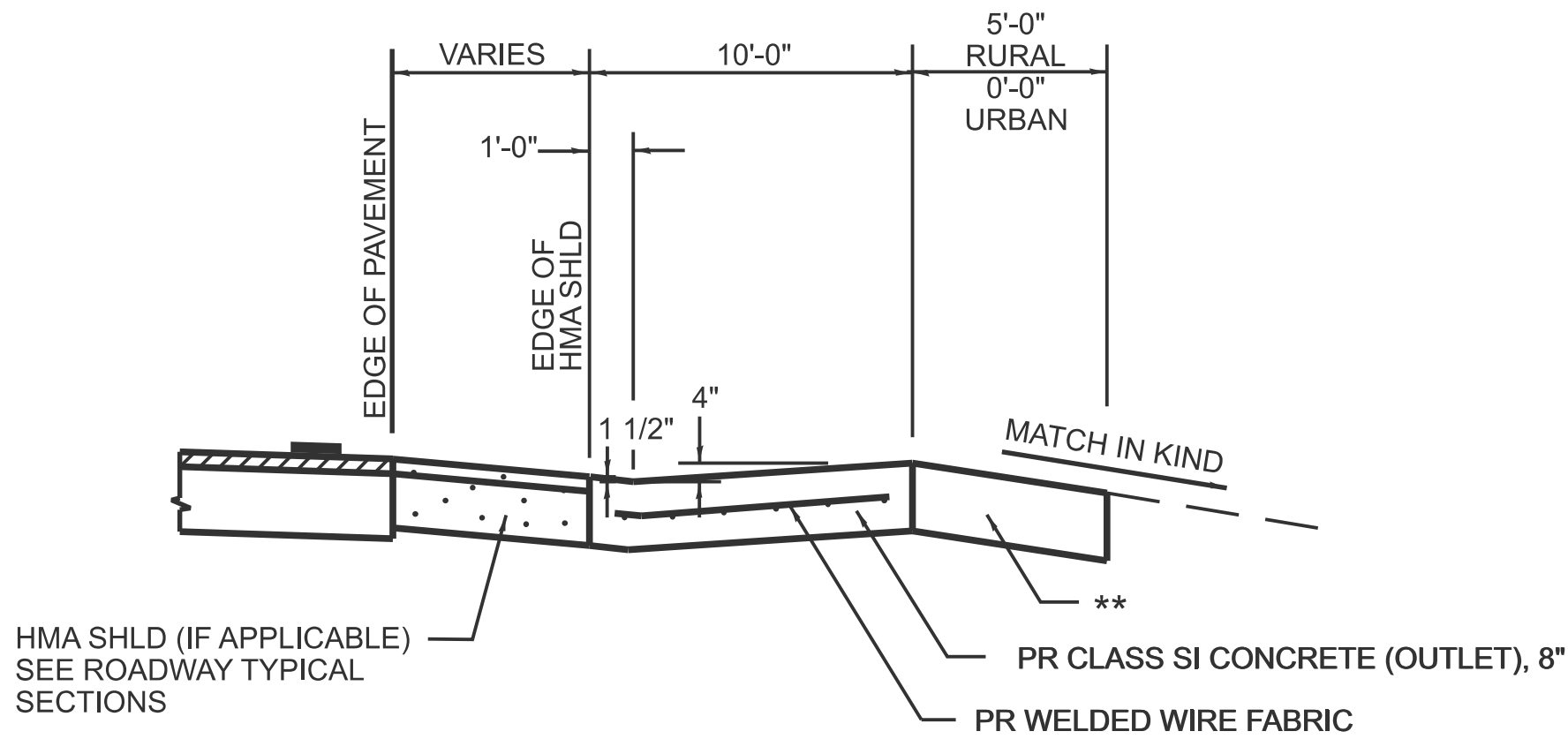
** MATCH IN KIND BEHIND THE CONCRETE APRON
FOR EX EARTH OR AGGREGATE SURFACES :
PR AGGREGATE BASE COURSE, TYPE B, 8"- PE/FE
PR PCC DRIVEWAY PAVT 8"- CE

FOR EX HMA SURFACES :
PR INCIDENTAL HMA SURFACING 6"- PE
PR INCIDENTAL HMA SURFACING 8"- CE

FOR EX PCC SURFACES :
PR PCC DRIVEWAY PAVT 6"- PE
PR PCC DRIVEWAY PAVT 8"- CE

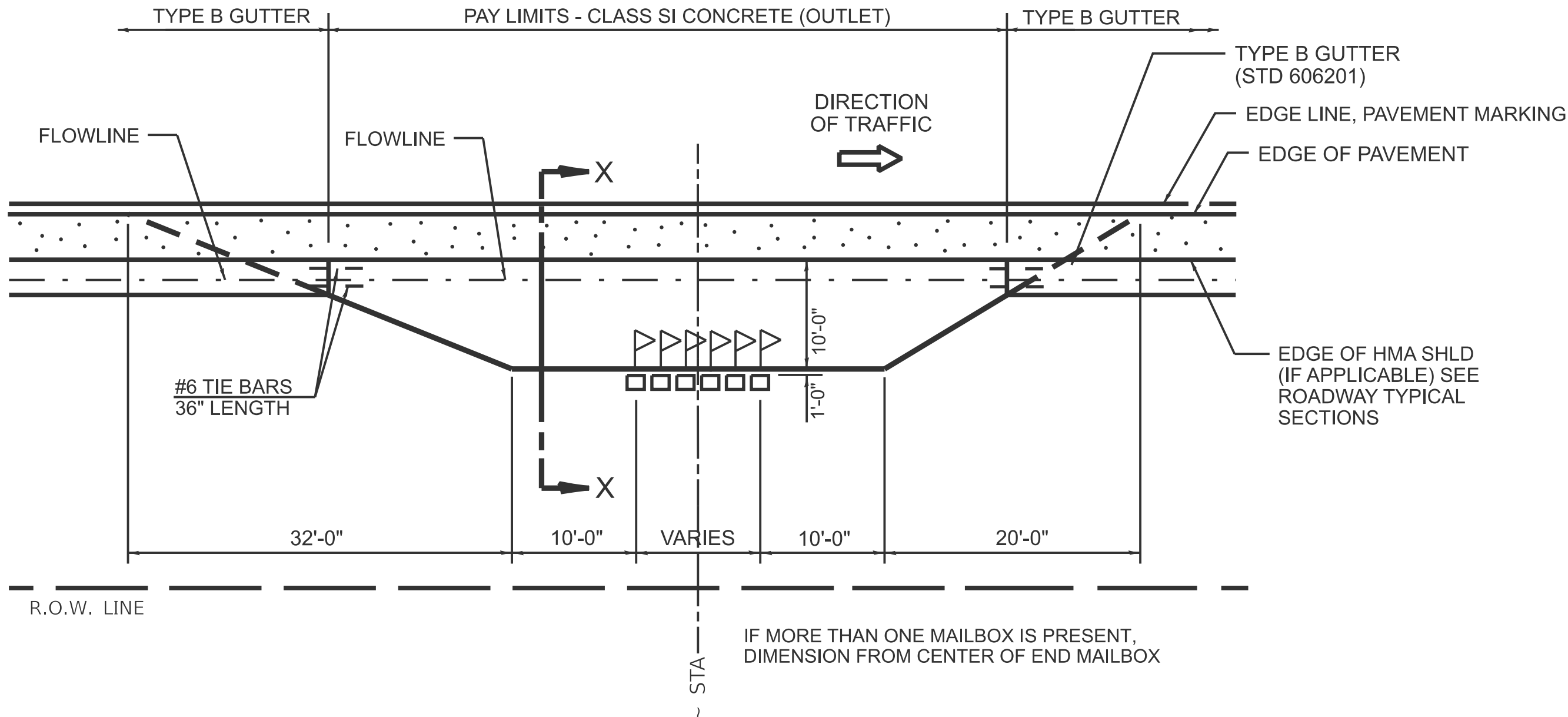


**SECTION A - A
(CUT SECTION)**

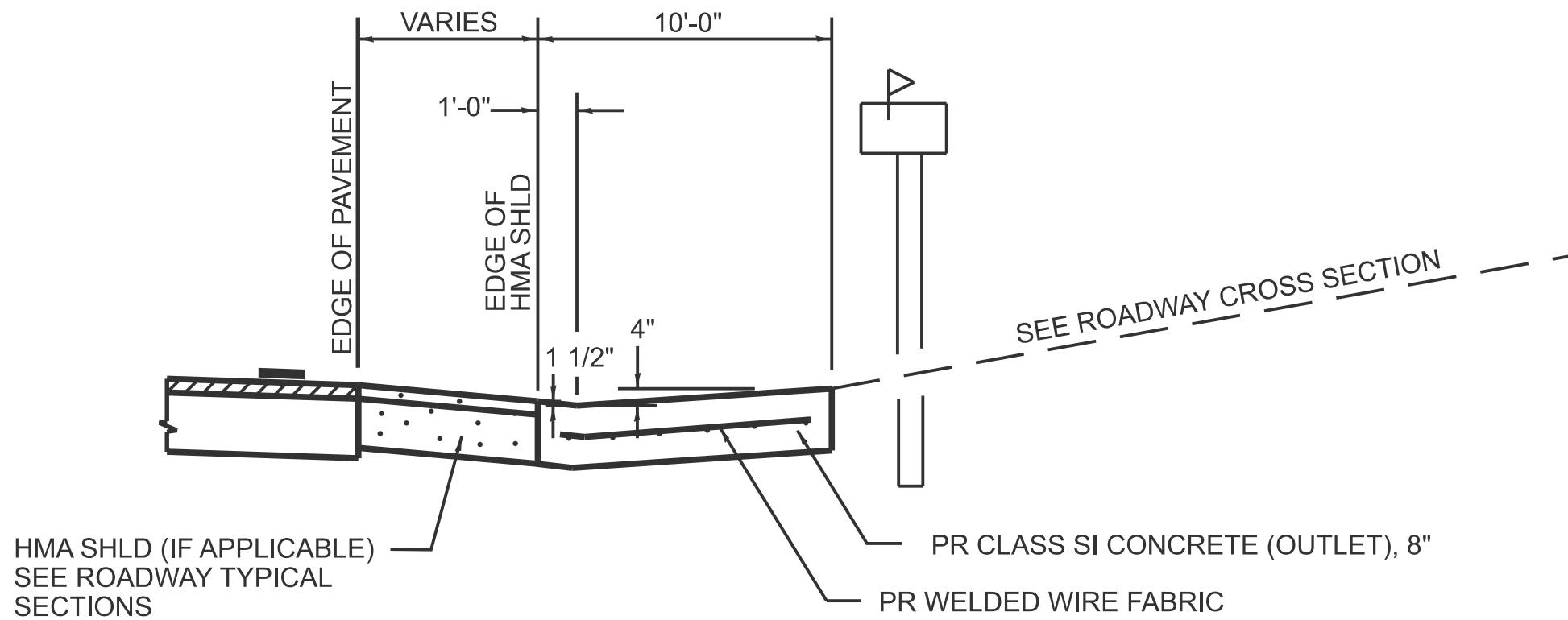


**SECTION A - A
(FILL SECTION)**

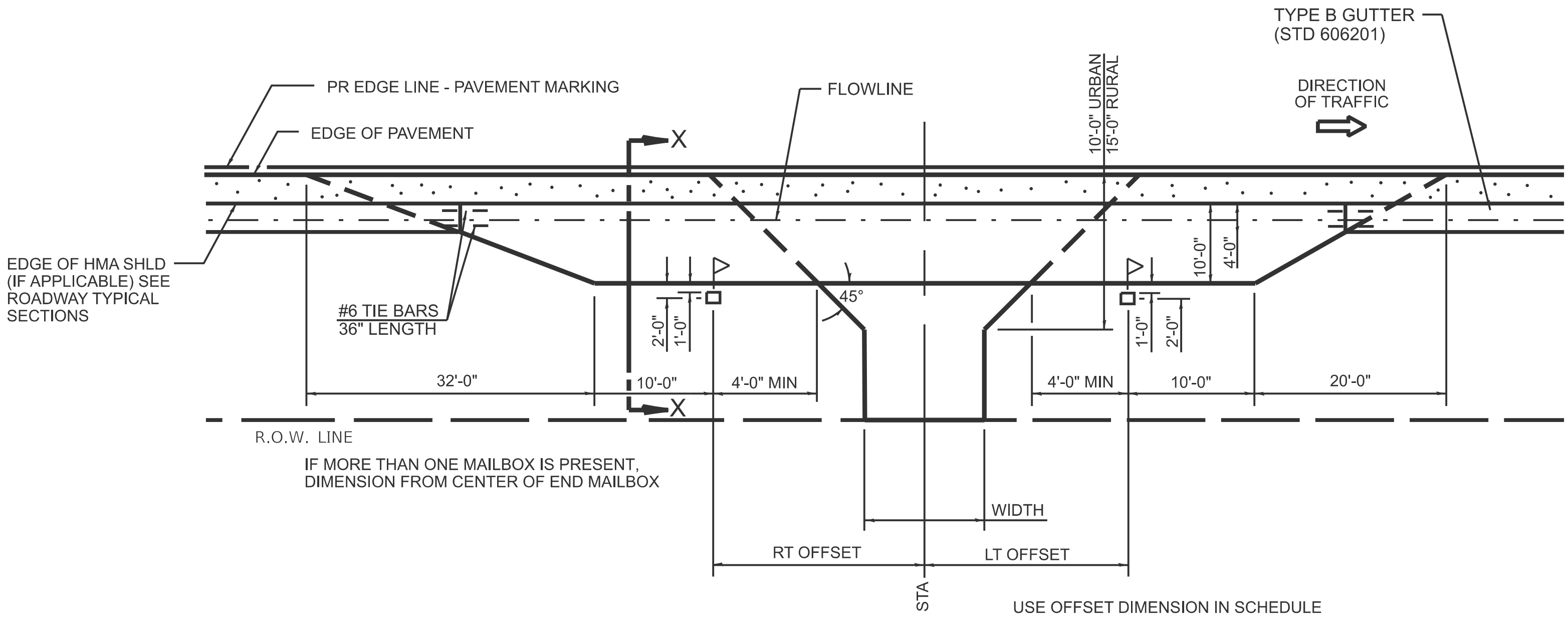
DETAILS OF MAILBOX TURNOUTS



PLAN - RURAL MULTIPLE MAILBOX TURNOUT



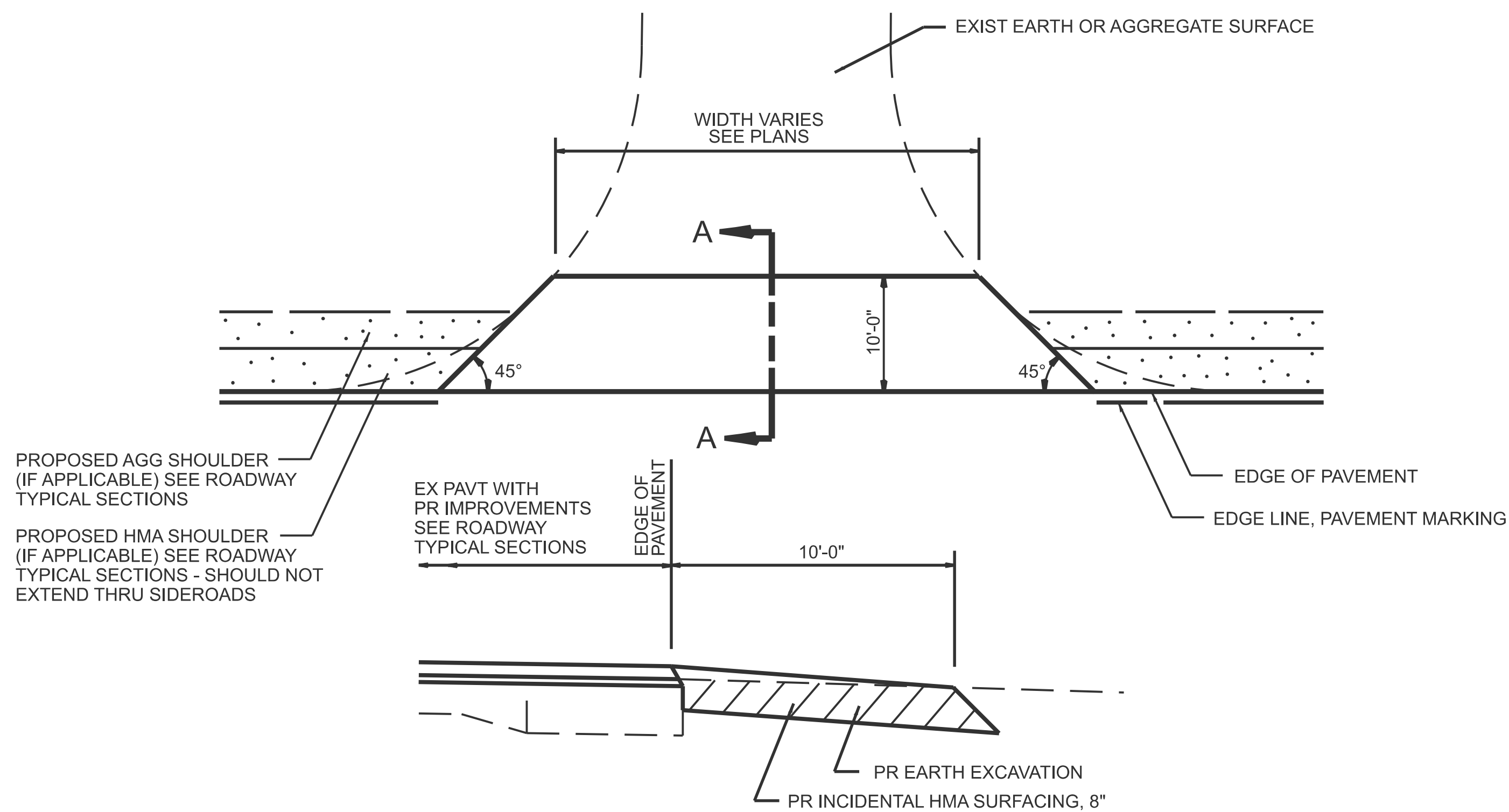
SECTION X-X THRU MAILBOX TURNOUT



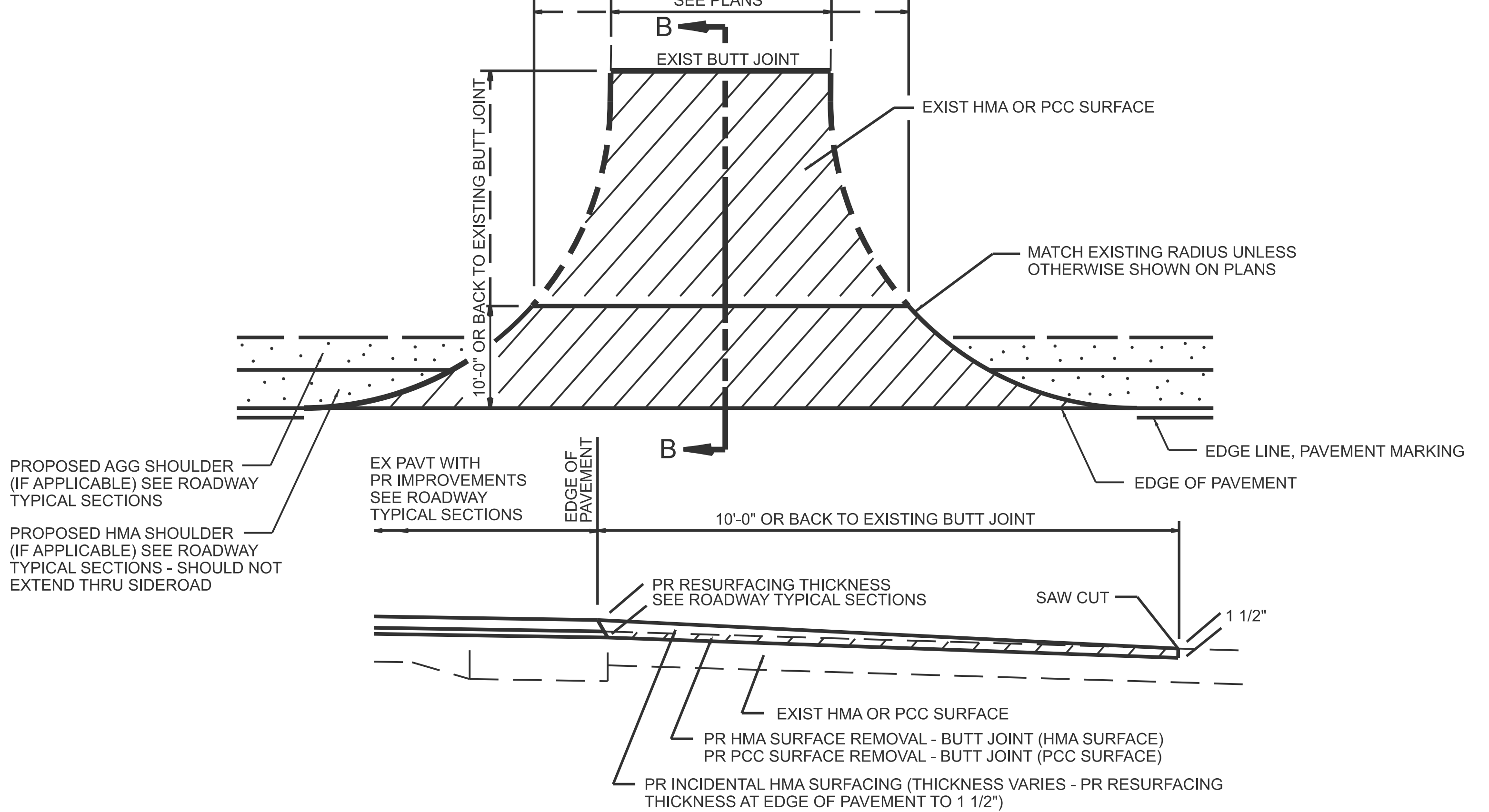
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE

NOTES:

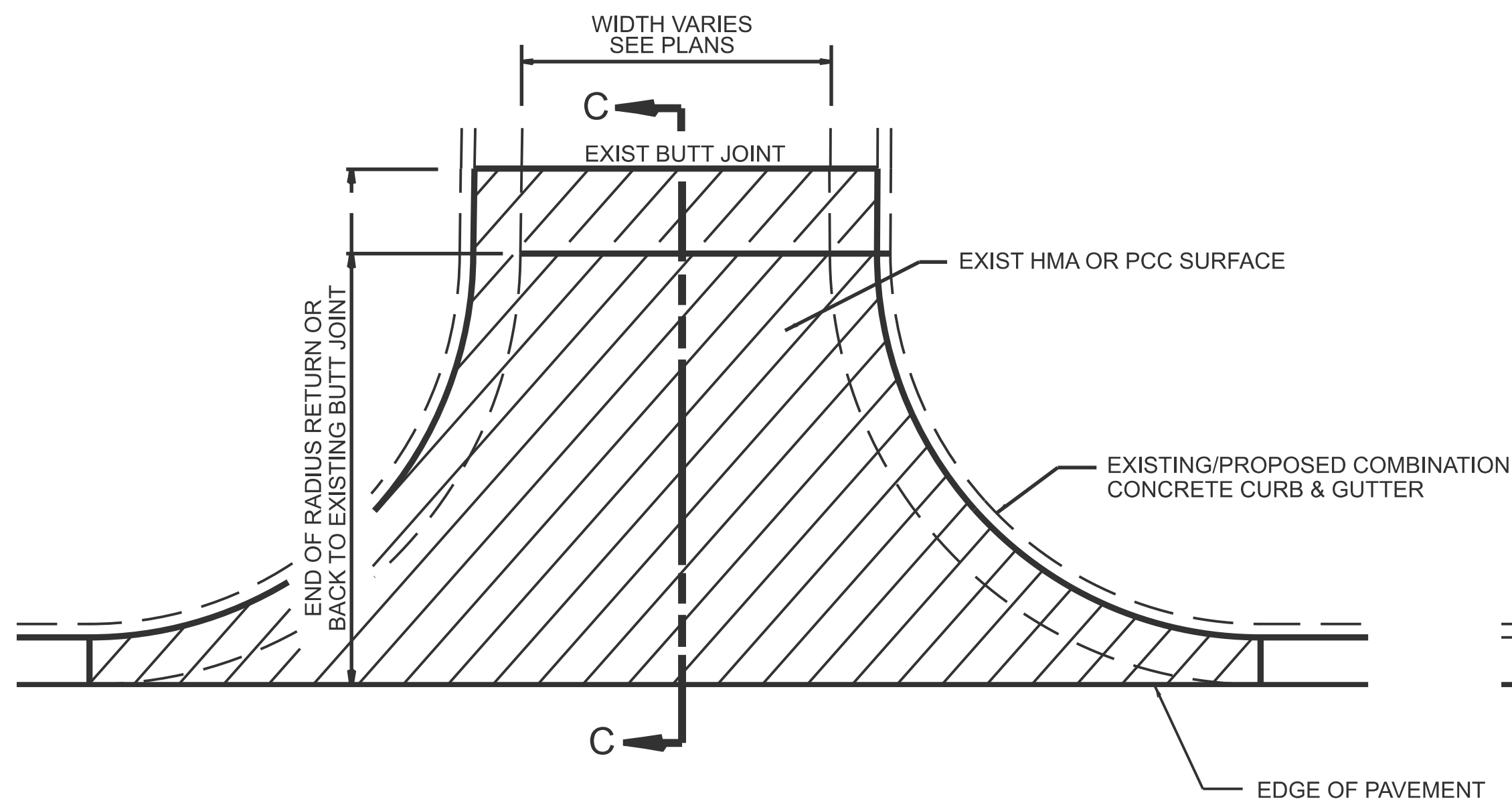
1. THE COST OF FURNISHING AND INSTALLING THE 3/4" PREFORMED EXPANSION JOINT FILLER, REINFORCEMENT BARS, AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)



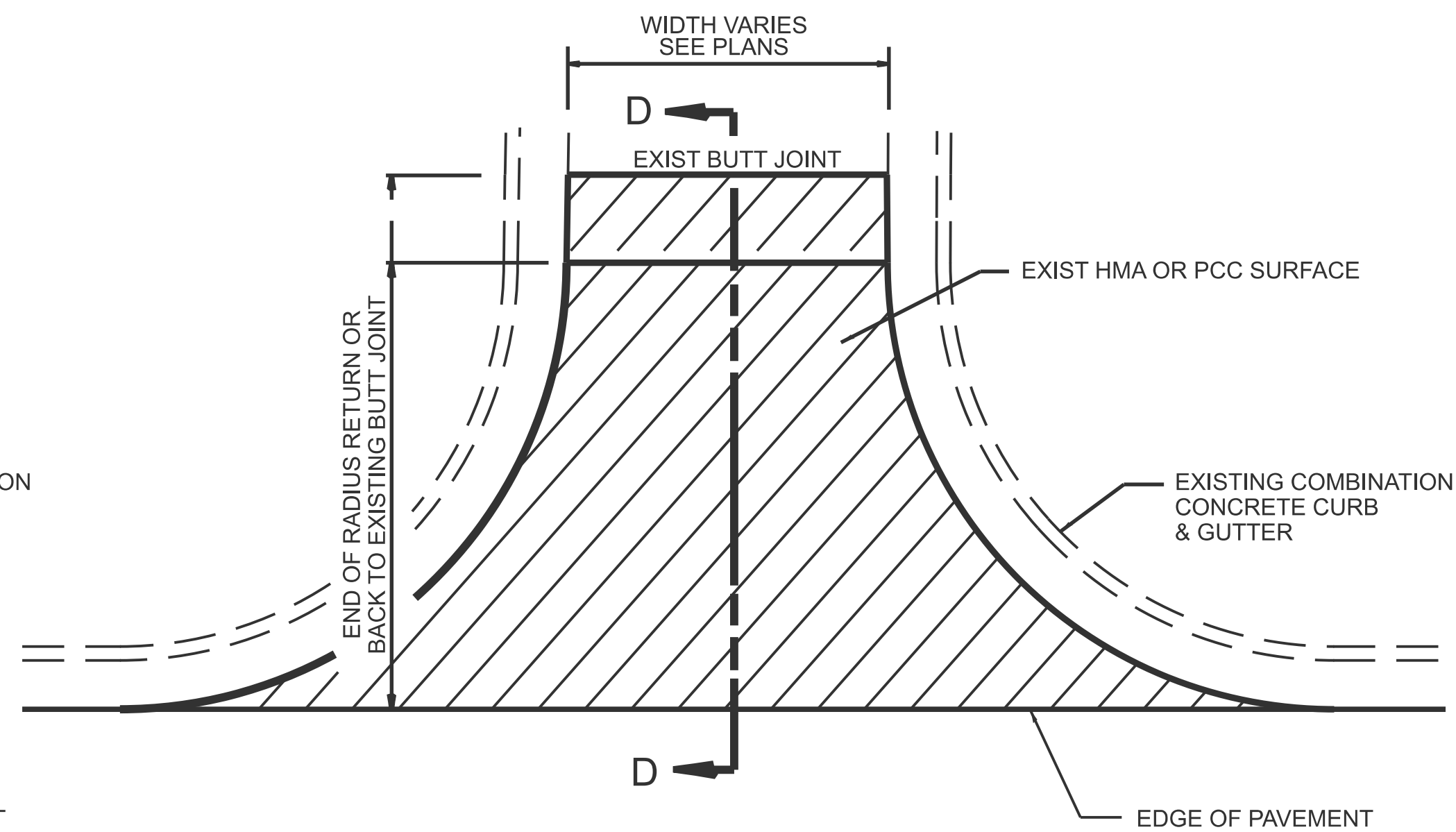
SECTION A-A
EXIST AGGREGATE SIDEROAD DETAIL
(NEW HMA APRON)



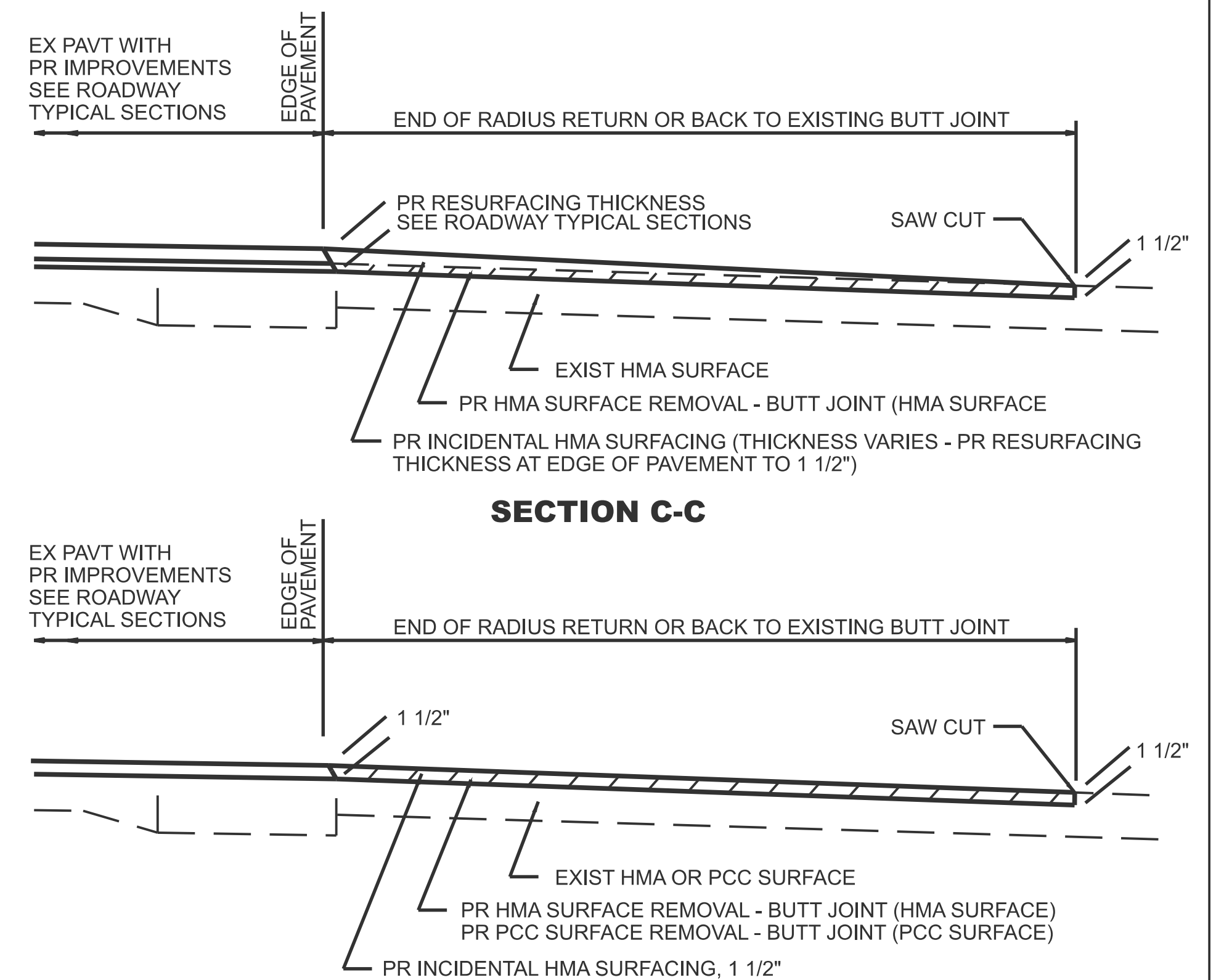
SECTION B-B
EXIST HMA OR PCC SIDEROAD DETAIL W/O CC&G (TO BE RESURFACED)



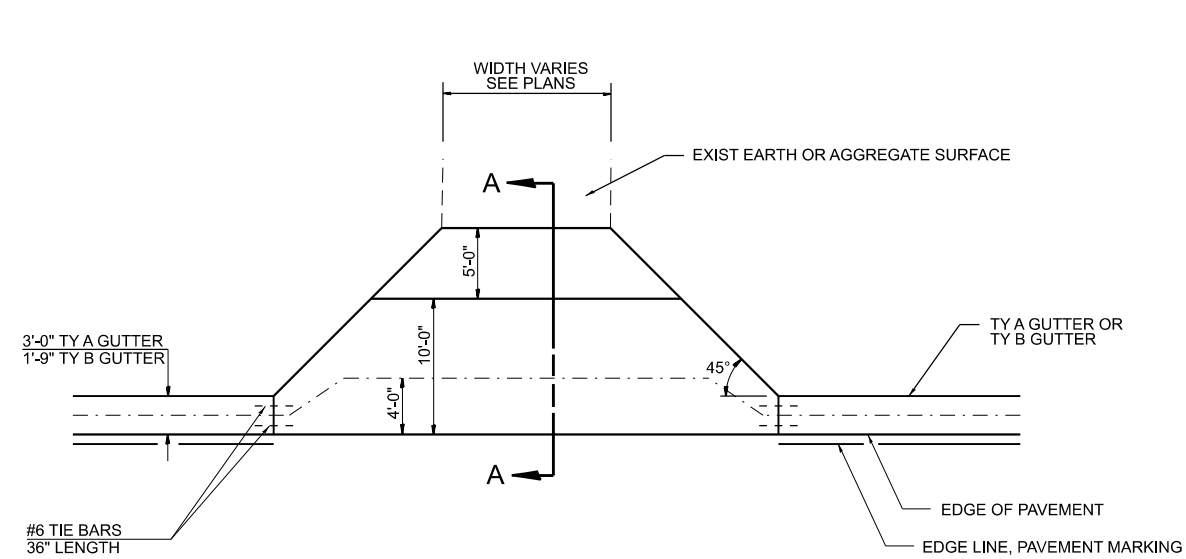
EXIST HMA SIDEROAD DETAIL W/CC&G
(TO BE RESURFACED)



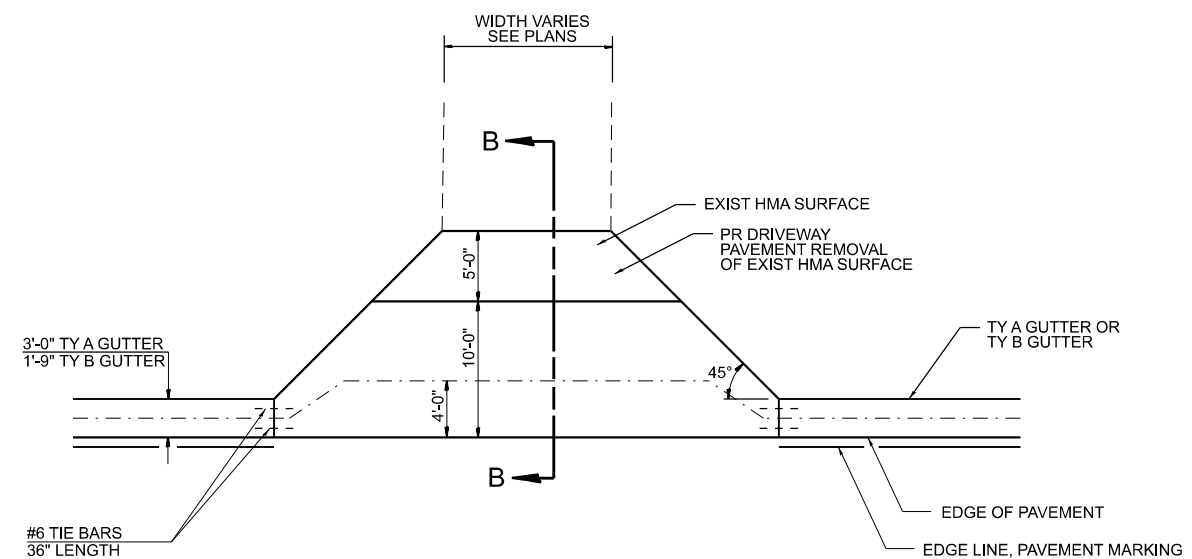
EXIST HMA OR PCC SIDEROAD DETAIL W/CC&G
(TO BE RESURFACED - MILL AND FILL ONLY)



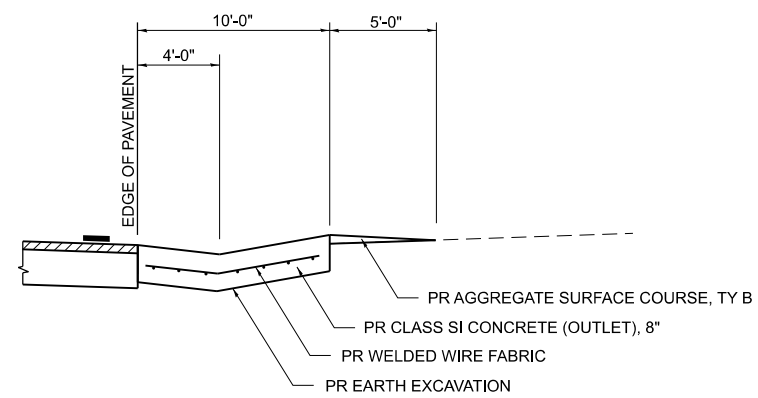
- SECTION D-D**
- NOTES:**
1. IF HMA SHOULDERS ARE PROPOSED, THEY SHOULD NOT EXTEND THROUGH SIDEROADS.
 2. THE COST OF SAW CUTS SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE REMOVAL - BUTT JOINT OR PCC SURFACE REMOVAL - BUTT JOINT PAY ITEMS



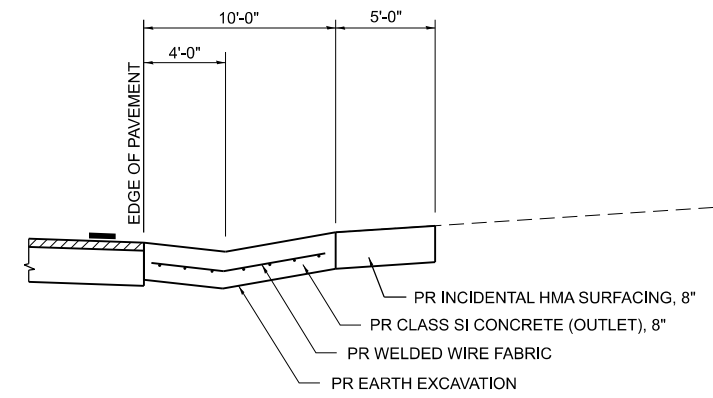
**EXIST AGGREGATE SIDEROAD DETAIL
TY A GUTTER THRU SIDEROAD**



**EXIST HMA SIDEROAD DETAIL
TY A GUTTER THRU SIDEROAD**



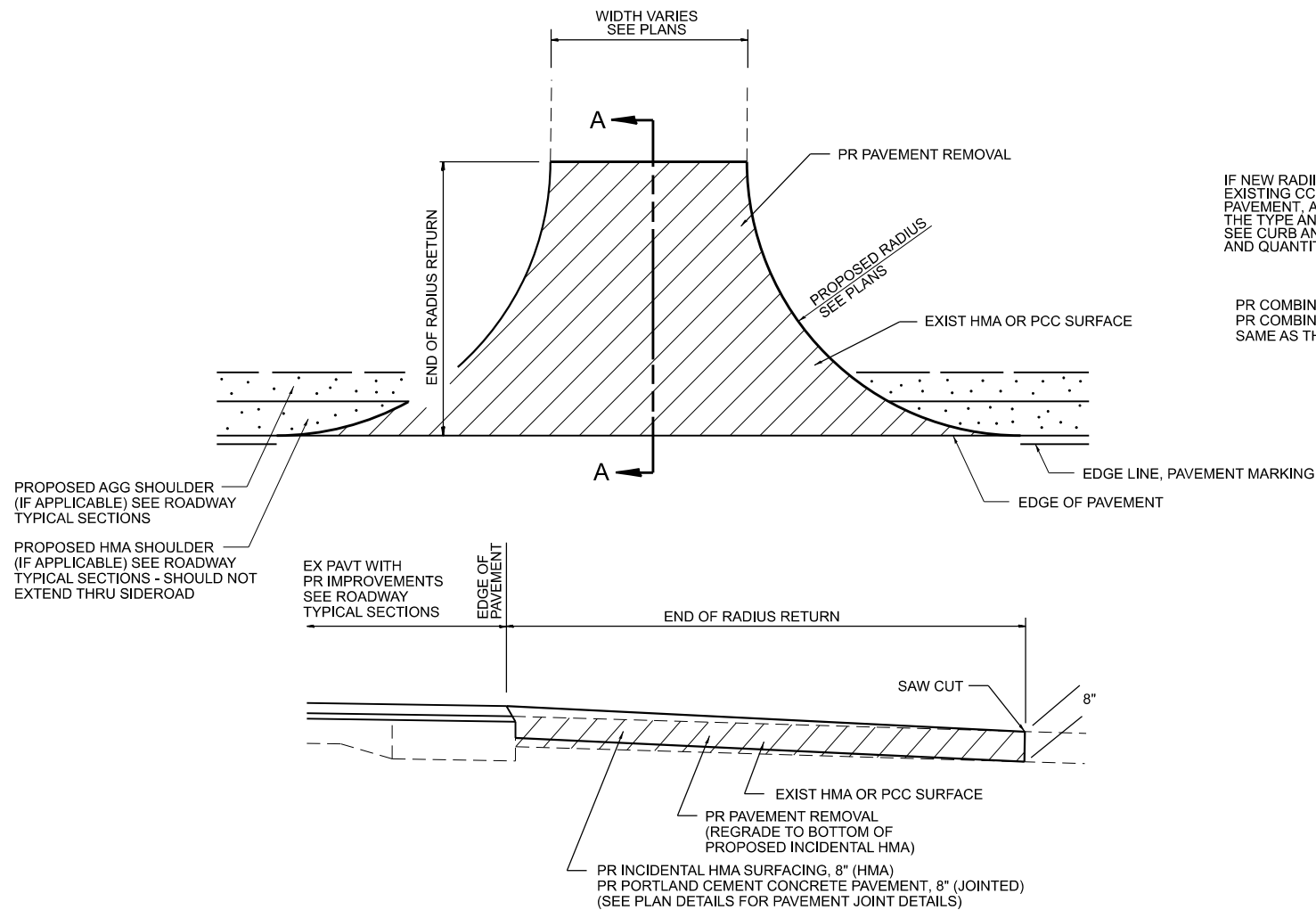
SECTION A - A



SECTION B - B

NOTES:

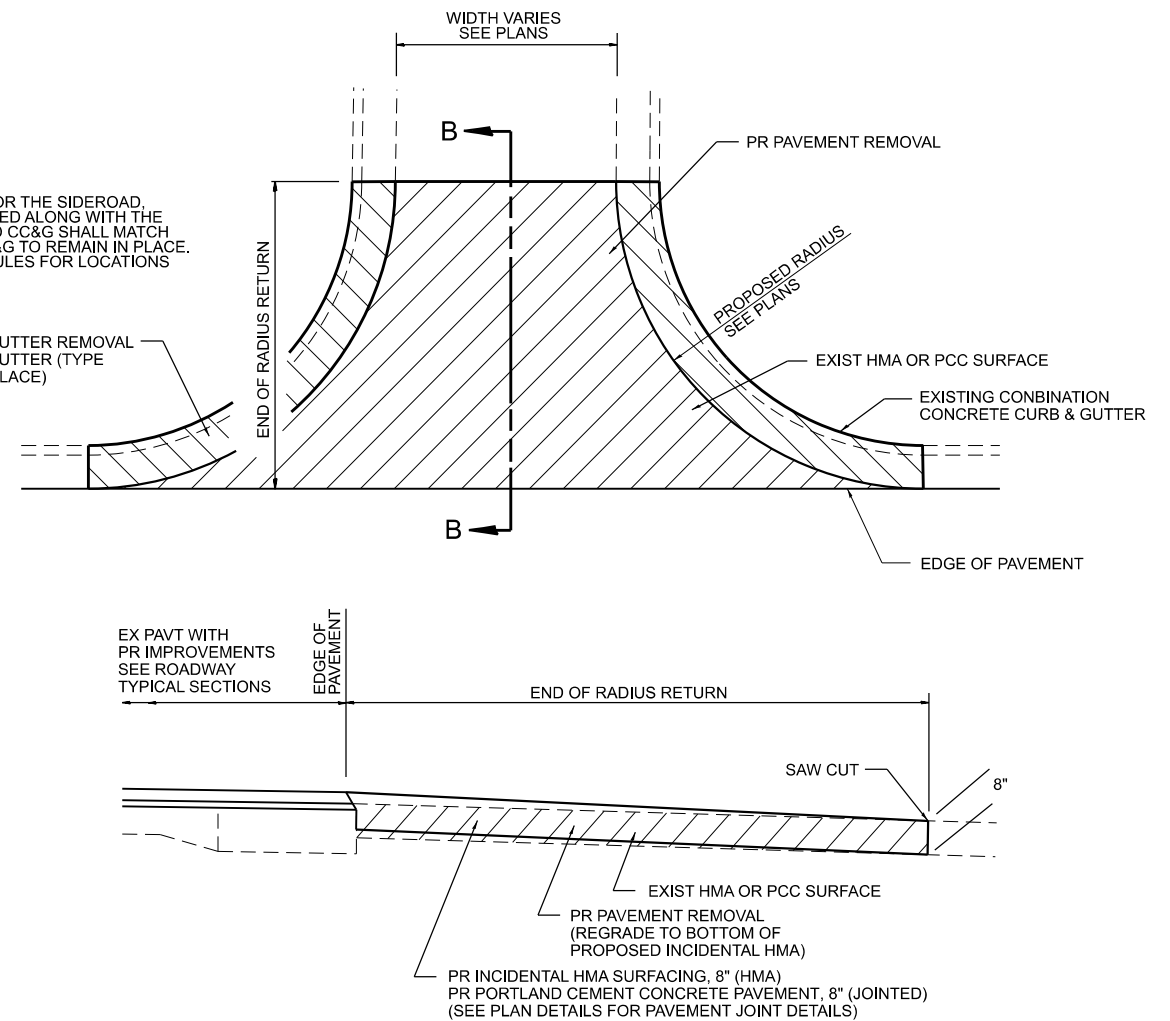
1. THE COST OF FURNISHING AND INSTALLING REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE COST OF CLASS SI CONCRETE (OUTLET)



SECTION A-A
EXIST HMA OR PCC SIDEROAD DETAIL W/O CC&G
(RECONSTRUCTION)

IF NEW RADII ARE PROPOSED FOR THE SIDEROAD, EXISTING CC&G WILL BE REMOVED ALONG WITH THE PAVEMENT, AND THE PROPOSED CC&G SHALL MATCH THE TYPE AND KIND OF THE CC&G TO REMAIN IN PLACE. SEE CURB AND GUTTER SCHEDULES FOR LOCATIONS AND QUANTITIES.

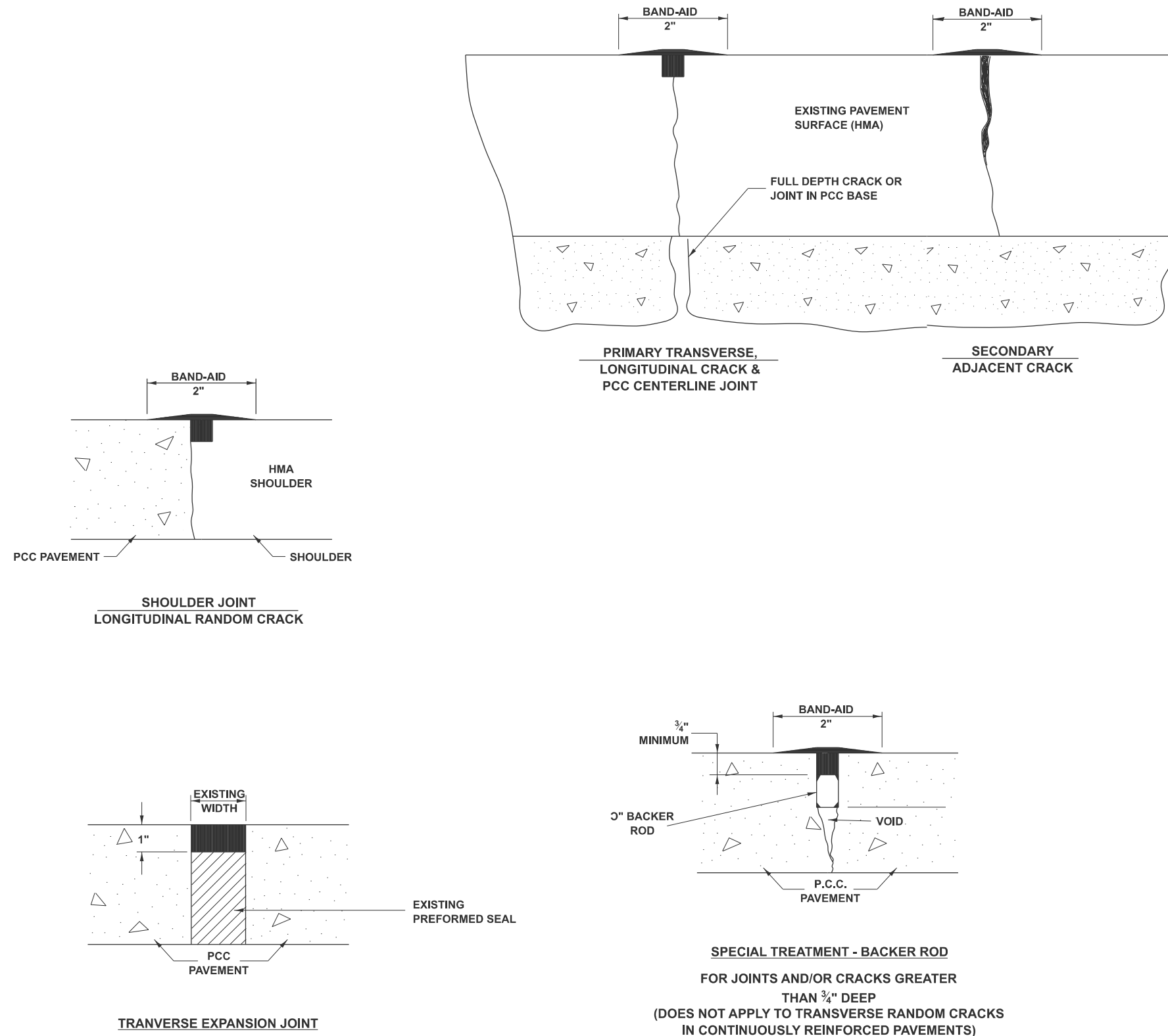
PR COMBINATION CURB AND GUTTER REMOVAL
PR COMBINATION CURB AND GUTTER (TYPE SAME AS THAT TO REMAIN IN PLACE)



SECTION B-B
EXIST HMA OR PCC SIDEROAD DETAIL W/CC&G
(RECONSTRUCTION)

NOTES:

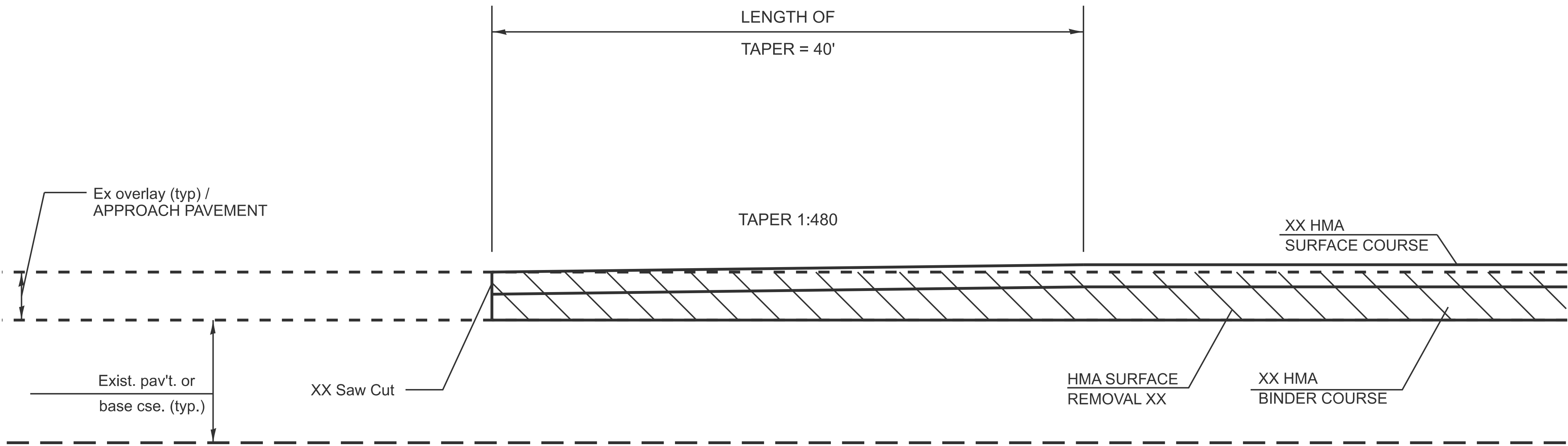
1. IF HMA SHOULDERS ARE PROPOSED, THEY SHOULD NOT EXTEND THROUGH SIDEROADS.
2. THE COST OF SAW CUTS SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.



GENERAL NOTES

- 1 CRACK AND JOINT SEALING SHALL CONFORM TO SECTION 451 AND 452.
- 2 THE "BAND AID" WIDTH SHALL BE REDUCED OR ELIMINATED IN AREAS ADJACENT TO EXISTING PAVEMENT MARKINGS.
- 3 ROUTE OR SAW 3/4" WIDE BY VARIABLE DEPTH. DEPTH BASED UPON CRACK OR JOINT DEPTH AND 3/4" MINIMUM SEALER OVER BACKER ROD.

CRACK AND JOINT SEALING

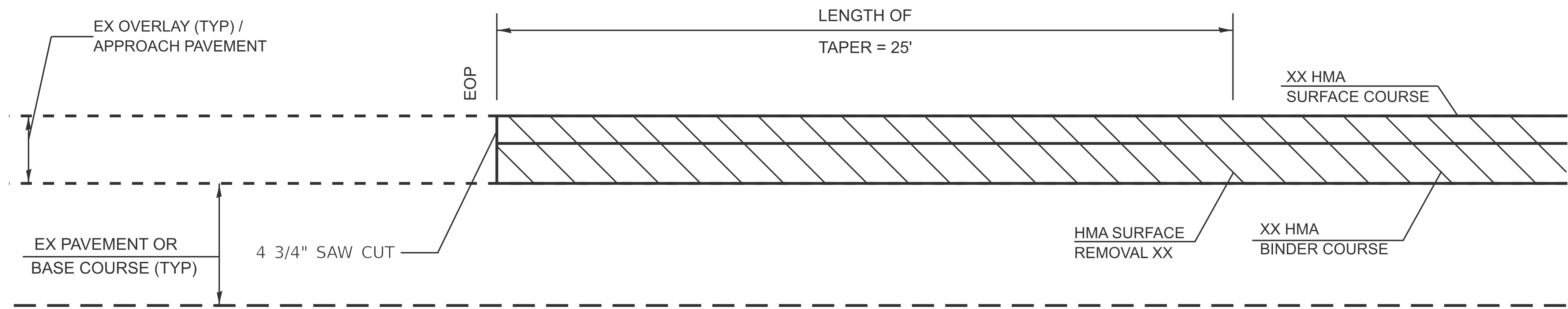


BUTT JOINT DETAIL ①

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

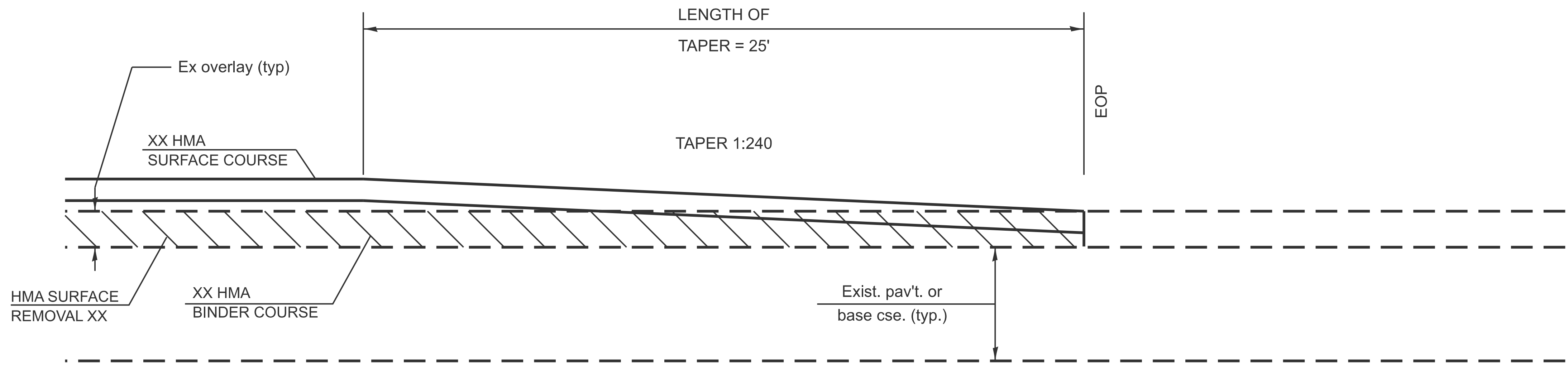
XX INTERCHANGE

RAMP A STA XX+YY.ZZ
RAMP B STA XX+YY.ZZ



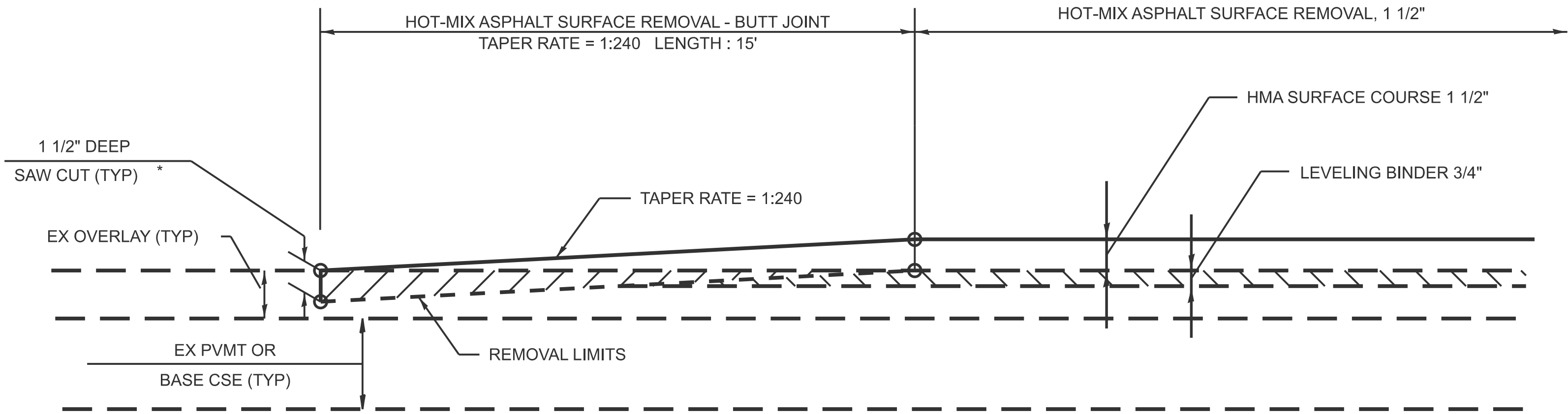
BUTT JOINT DETAIL ②

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ



BUTT JOINT DETAIL ③

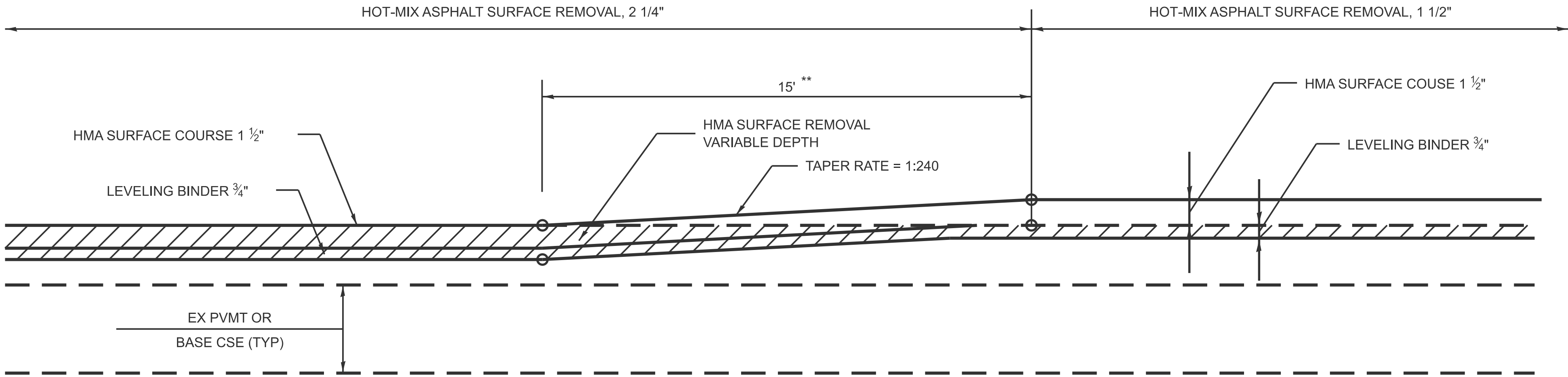
SB STA XX+YY.ZZ
NB STA XX+YY.ZZ



* SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT, AND IS NOT TO BE PAID SEPARATELY.

BUTT JOINT DETAIL

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

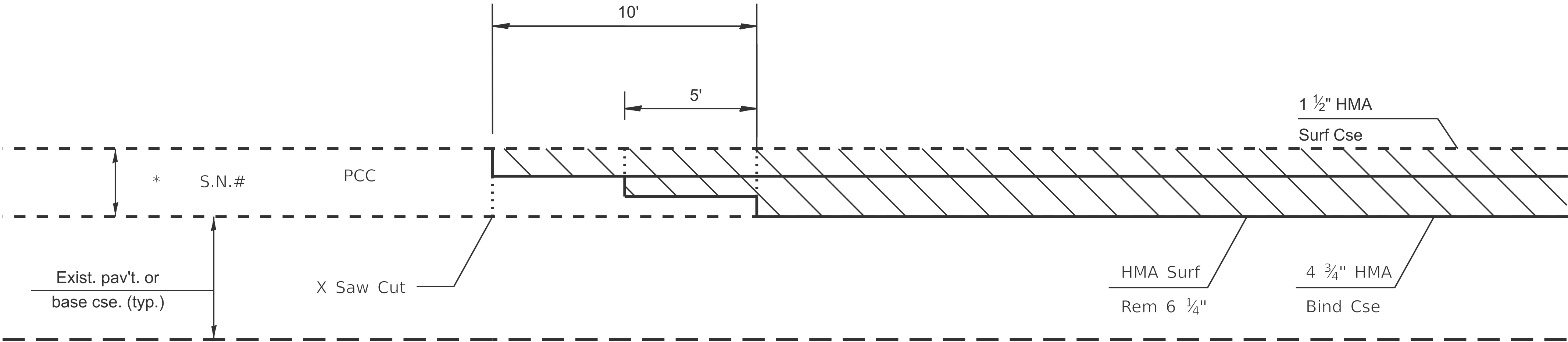


** THE 15' RAMP AREA SHALL BE PAID AS HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4".

RAMP X DETAIL

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

HMA SURFACE
REMOVAL XX



Detail A

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

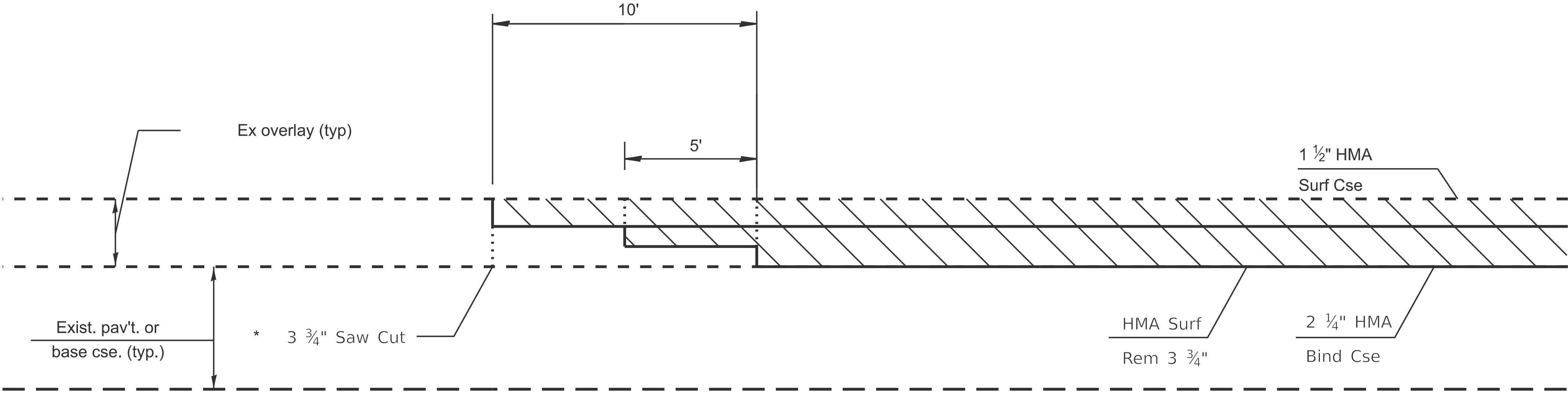
X BOUND

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

X BOUND

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

* ALL SAW CUTS ARE INCLUDED IN
THE COST OF HMA SURFACE REMOVAL



DETAIL B

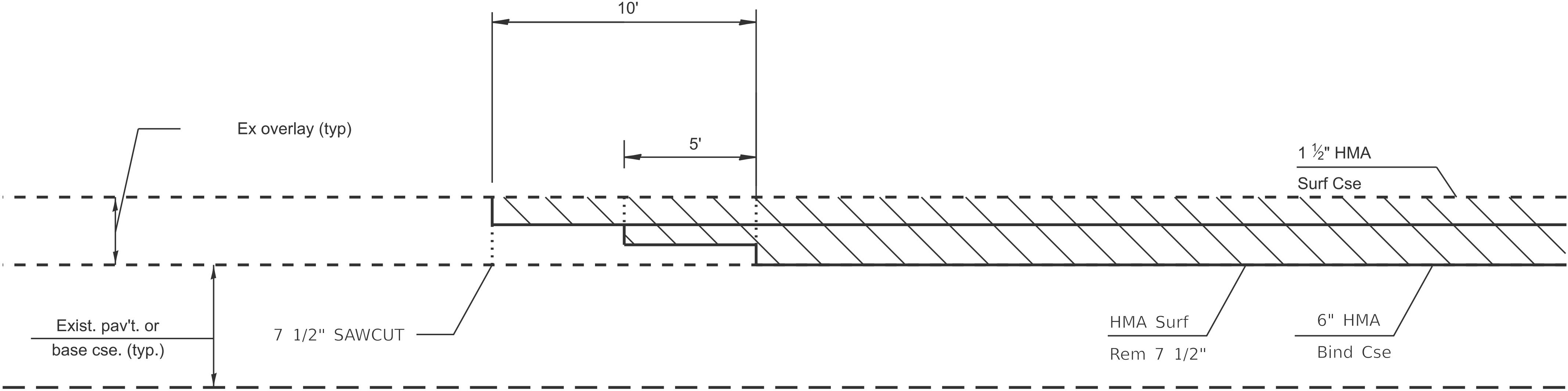
SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

X BOUND

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

RAMP X

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ



DETAIL ©

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

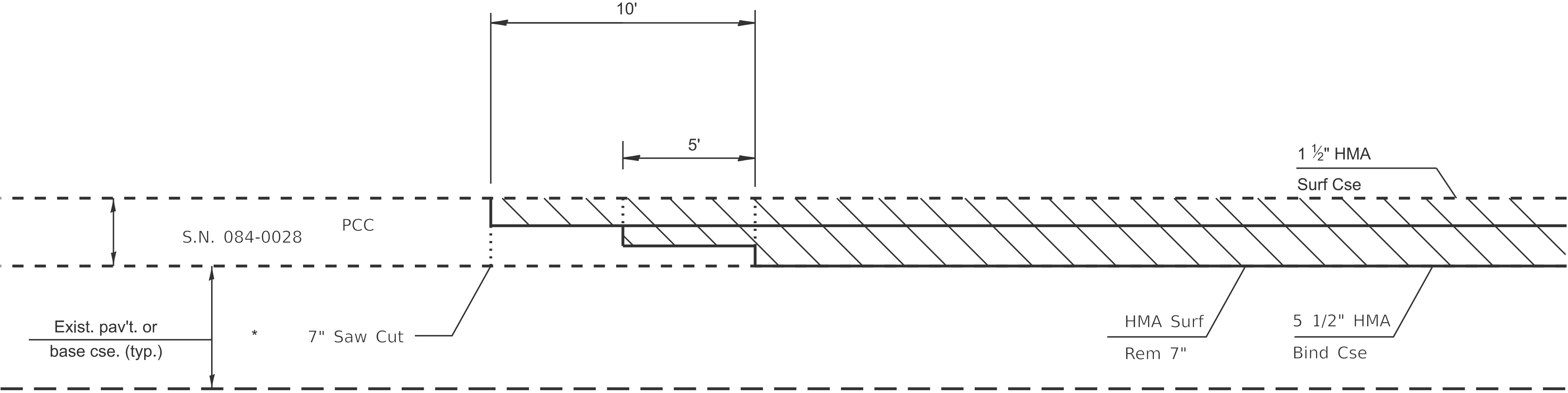
X BOUND

I-72 WESTBOUND

STA. 627+00 TO STA. 627+05 WB

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

* ALL SAW CUTS ARE INCLUDED IN
THE COST OF HMA SURFACE REMOVAL



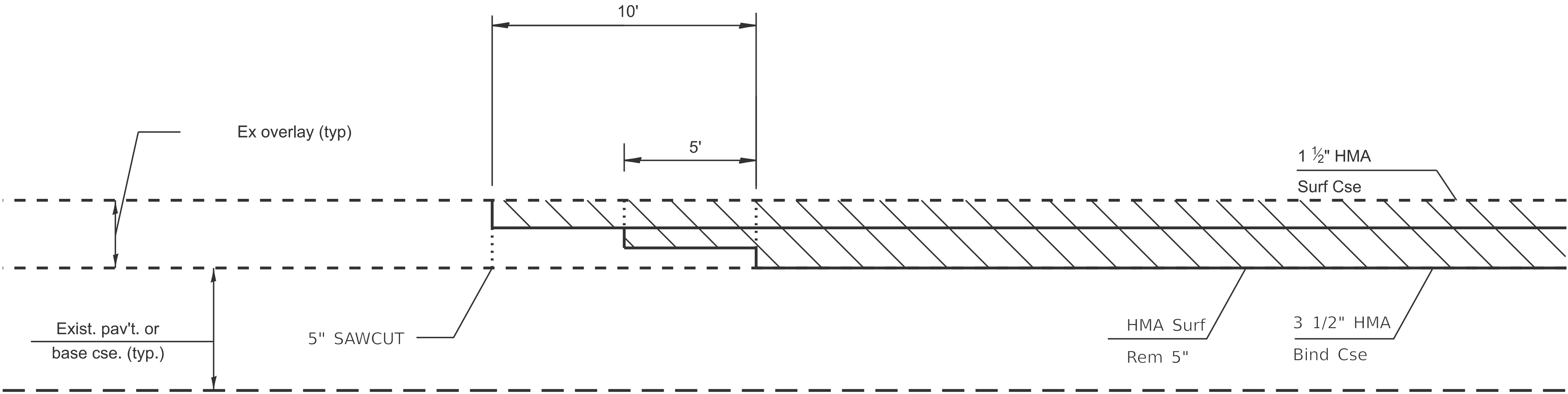
DETAIL ④

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

X BOUND

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

BUTT JOINT & RAMP DETAIL



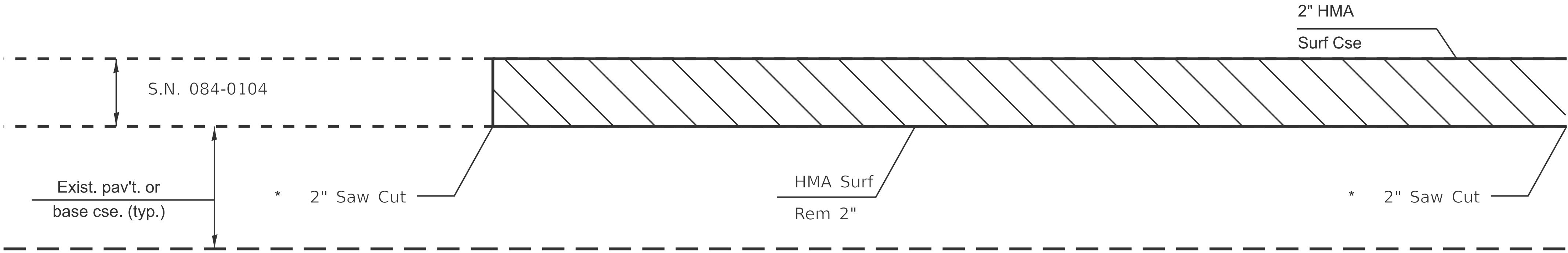
DETAIL ⑤

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

X BOUND

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

* ALL SAW CUTS ARE INCLUDED IN
THE COST OF HMA SURFACE REMOVAL



DETAIL ⑥

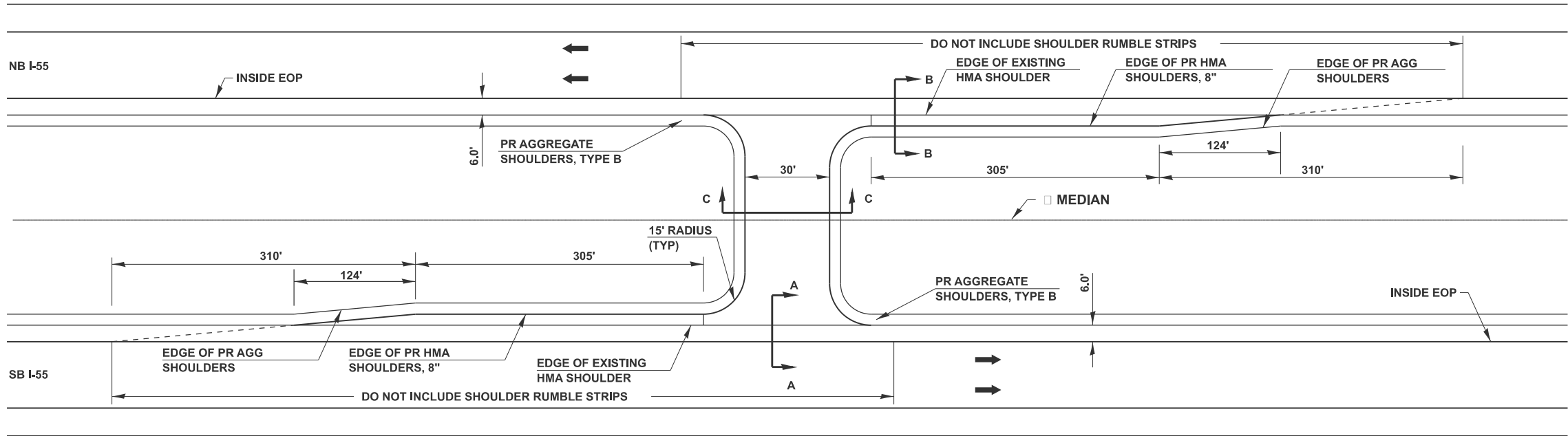
SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

X BOUND

SB STA XX+YY.ZZ
NB STA XX+YY.ZZ

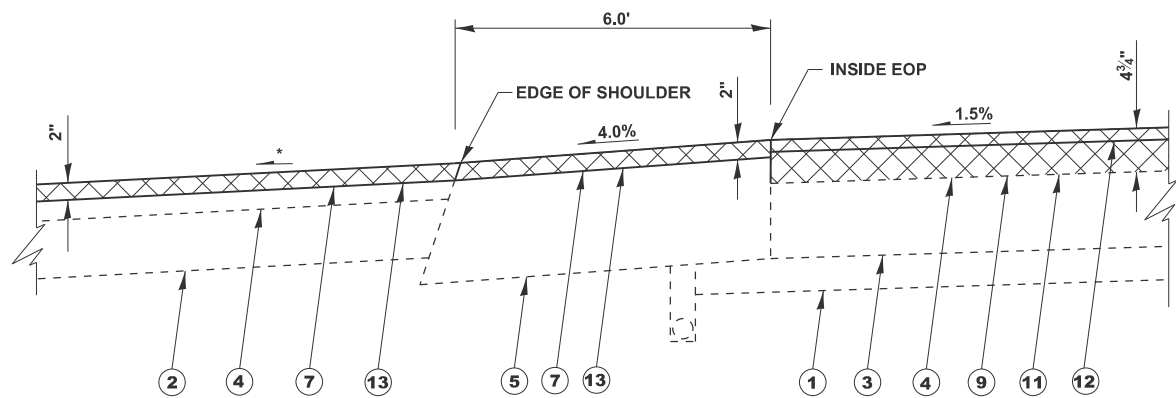
BUTT JOINT & RAMP DETAIL

EMERGENCY MEDIAN CROSSOVERS



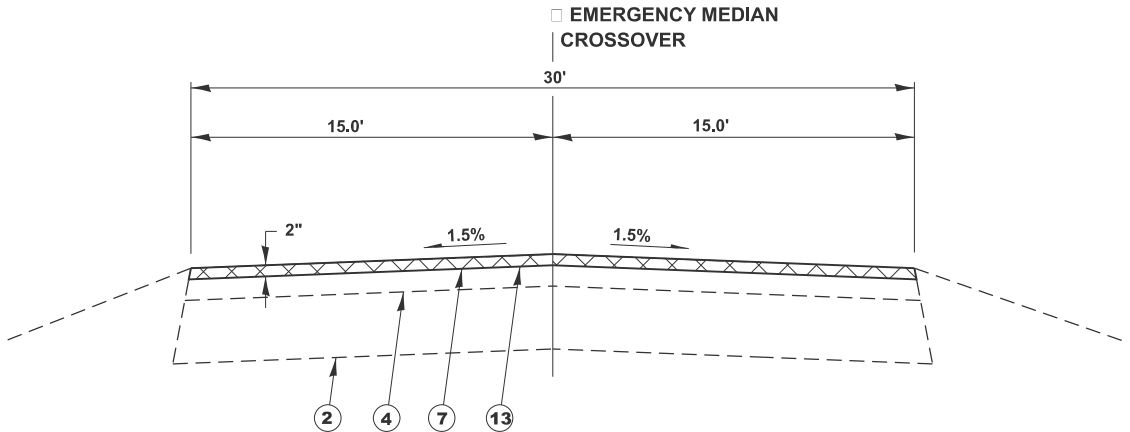
NOTE:
TWO DELINEATORS SHALL BE PLACED IN ADVANCE OF THE MEDIAN CROSSOVERS. ONE SHALL BE AT THE CROSSOVER, THE OTHER 800' IN ADVANCE OF THE FIRST. THE DELINEATOR AT THE CROSSOVER SHALL HAVE TWO REFLECTORS, AND THE DELINEATOR 800' IN ADVANCE SHALL HAVE THREE REFLECTORS

PLAN VIEW



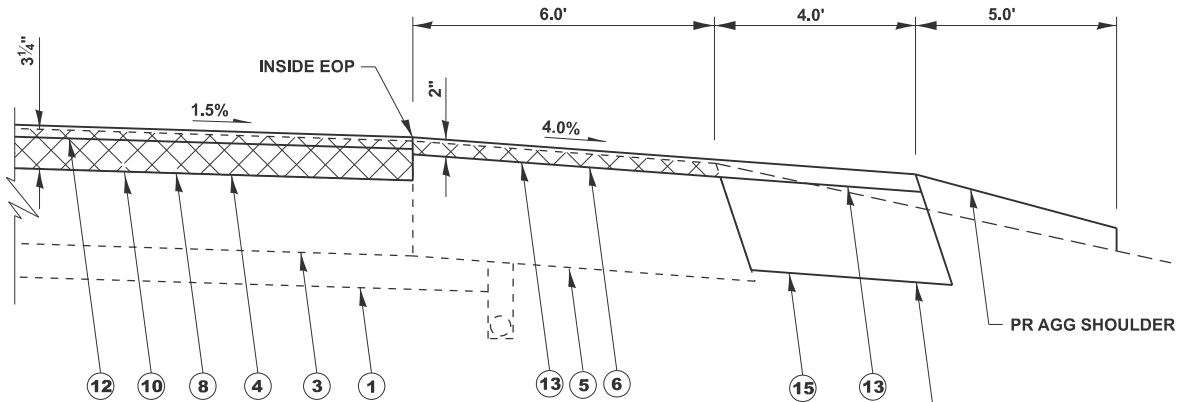
* - MAINTAIN SLOPES AWAY FROM MAINLINE PAVEMENT TO ENSURE PROPER DRAINAGE INTO MEDIAN DITCHES.

SECTION A - A



SECTION C - C

LEGEND	
1	EX AGGREGATE SUB-BASE, 4"
2	EX AGGREGATE BASE COURSE
3	EX P.C.C. PAVEMENT
4	EX HOT-MIX ASPHALT OVERLAY
5	EX HOT-MIX ASPHALT SHOULDER
6	PR HOT-MIX ASPHALT SURFACE REMOVAL 1½"
7	PR HOT-MIX ASPHALT SURFACE REMOVAL 2"
8	PR HOT-MIX ASPHALT SURFACE REMOVAL 3¼"
9	PR HOT-MIX ASPHALT SURFACE REMOVAL 4¾"
10	PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 2¼"
11	PR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE 3¼"
12	PR POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, 1½"
13	PR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2"
14	PR AGGREGATE SHOULDERS, TYPE B
15	PR HOT-MIX ASPHALT SHOULDERS, 8"



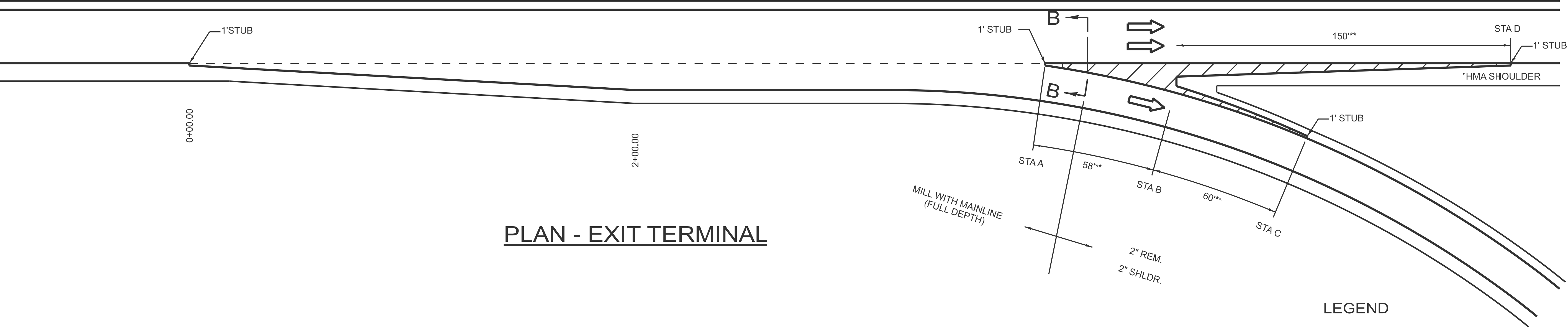
SECTION B - B

* - MAINTAIN SLOPES AWAY FROM MAINLINE PAVEMENT TO ENSURE PROPER DRAINAGE INTO MEDIAN DITCHES.

EMERGENCY CROSSOVER IMPROVEMENT

NOTE:
SEE SHOULDER IMPROVEMENTS TABLE IN SUMMARY OF SCHEDULES

EMERGENCY MEDIAN CROSSOVER DETAIL



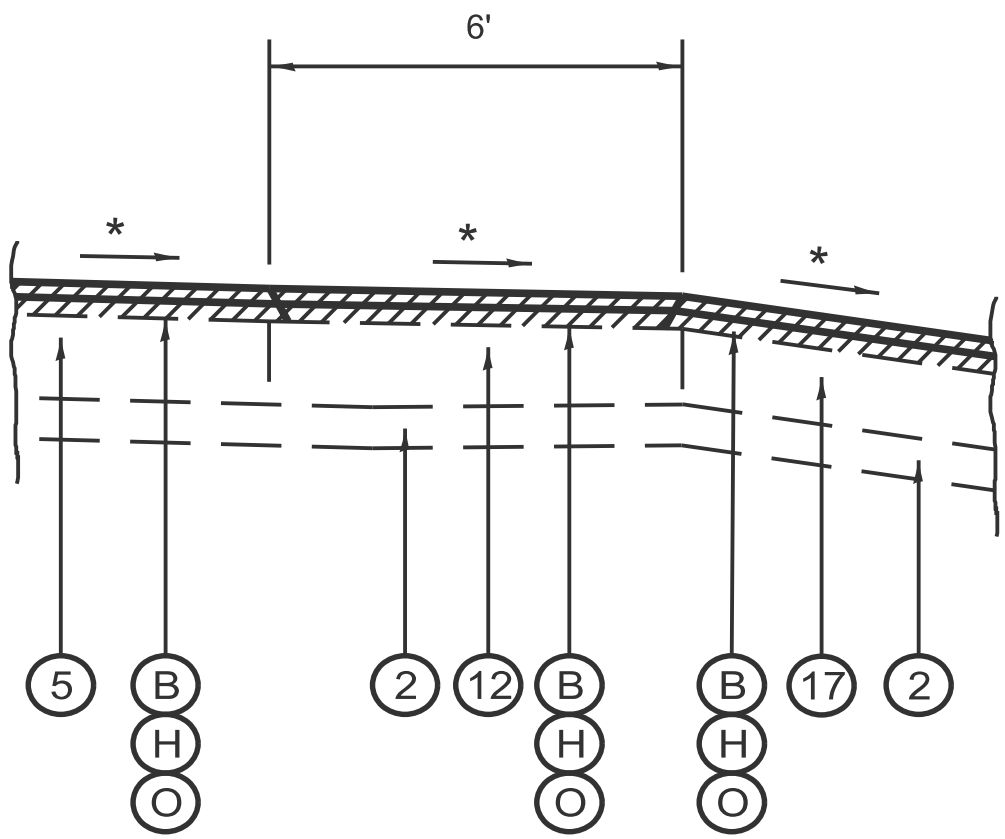
PLAN - EXIT TERMINAL

INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A		STA B		STA C	STA D
			RAMP	MAINLINE	RAMP	MAINLINE	RAMP	MAINLINE
6TH STREET	SW LOOP	SB BL-55	3+67	50+44	4+25	49+87	4+85	51+37

- 2. EX AGGREGATE SUB-BASE 4"
- 5. EX PCC PAVEMENT 10"
- 12. EX BITUMINOUS SHOULDERS (THICK VAR.)
- 17. EX PCC BASE COURSE 9"
- 18. EX PCC PAVEMENT 8" (STD REINF.)
- 19. EX PCC PAVEMENT 10" (STD REINF.)
- 20. EX PCC PAVMENT 9-7-9

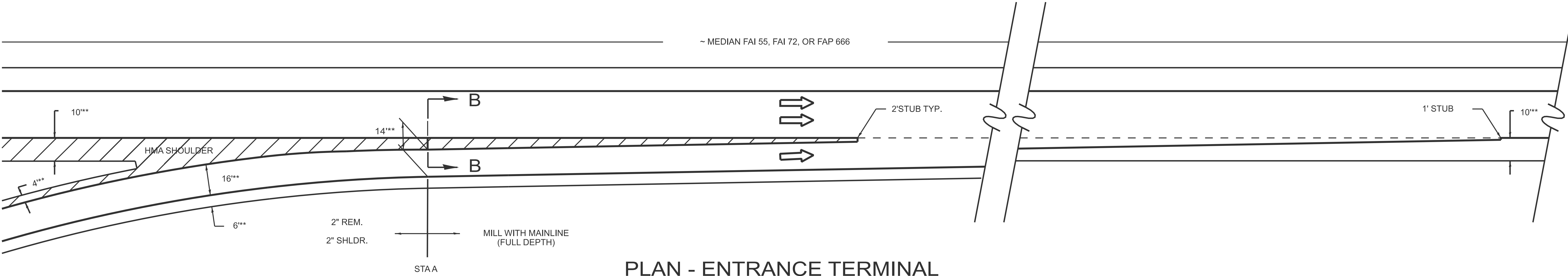
- A. PR HMA SURFACE REMOVAL 2"
- B. PR HMA SURFACE REMOVAL 3 3/4"
- D. PR HMA SURFACE REMOVAL 6 1/4"
- E. PR HMA SURFACE REMOVAL 7"
- H. PR POLY HMA BINDER COURSE, IL-19.0, N70 2 1/4" (BL-55&RAMPS)
- J. PR POLY HMA BINDER COURSE, IL-19.0, N90 4 3/4" (I-72)
- K. PR POLY HMA BINDER COURSE, IL-19.0, N70 4 3/4" (RAMPS)
- L. PR POLY HMA BINDER COURSE, IL-19.0, N90 5 1/2" (BL-55)
- N. PR POLY HMA SURFACE COURSE, MIX "E" N90 1 1/2" (I-72)
- O. PR POLY HMA SURFACE COURSE, MIX"E" N70 1 1/2" (BL-55&RAMPS)
- P. PR HMA (SHOULDERS)

SW LOOP RAMP



SECTION B-B

- * MATCH EXIST SLOPE
- ** MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY



PLAN - ENTRANCE TERMINAL

INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A	
			RAMP	MAINLINE
6TH STREET	C	WB I-72	14+42	676+46
6TH STREET	D	WB I-72	15+04	667+94

LEGEND

2.

EX AGGREGATE SUB-BASE 4"
5.

EX PCC PAVEMENT 10"
12.

EX BITUMINOUS SHOULDERS (THICK VAR.)
17.

EX PCC BASE COURSE 9"
18.

EX PCC PAVEMENT 8" (STD REINF.)
19.

EX PCC PAVEMENT 10" (STD REINF.)
20.

EX PCC PAVMENT 9-7-9

- A.

PR HMA SURFACE REMOVAL 2"
- B.

PR HMA SURFACE REMOVAL 3 3/4"
- D.

PR HMA SURFACE REMOVAL 6 1/4"
- E.

PR HMA SURFACE REMOVAL 7"
- H.

PR POLY HMA BINDER COURSE,
IL-19.0, N70 2 1/4" (BL-55&RAMPS)
- J.

PR POLY HMA BINDER COURSE,
IL-19.0, N90 4 3/4" (I-72)
- K.

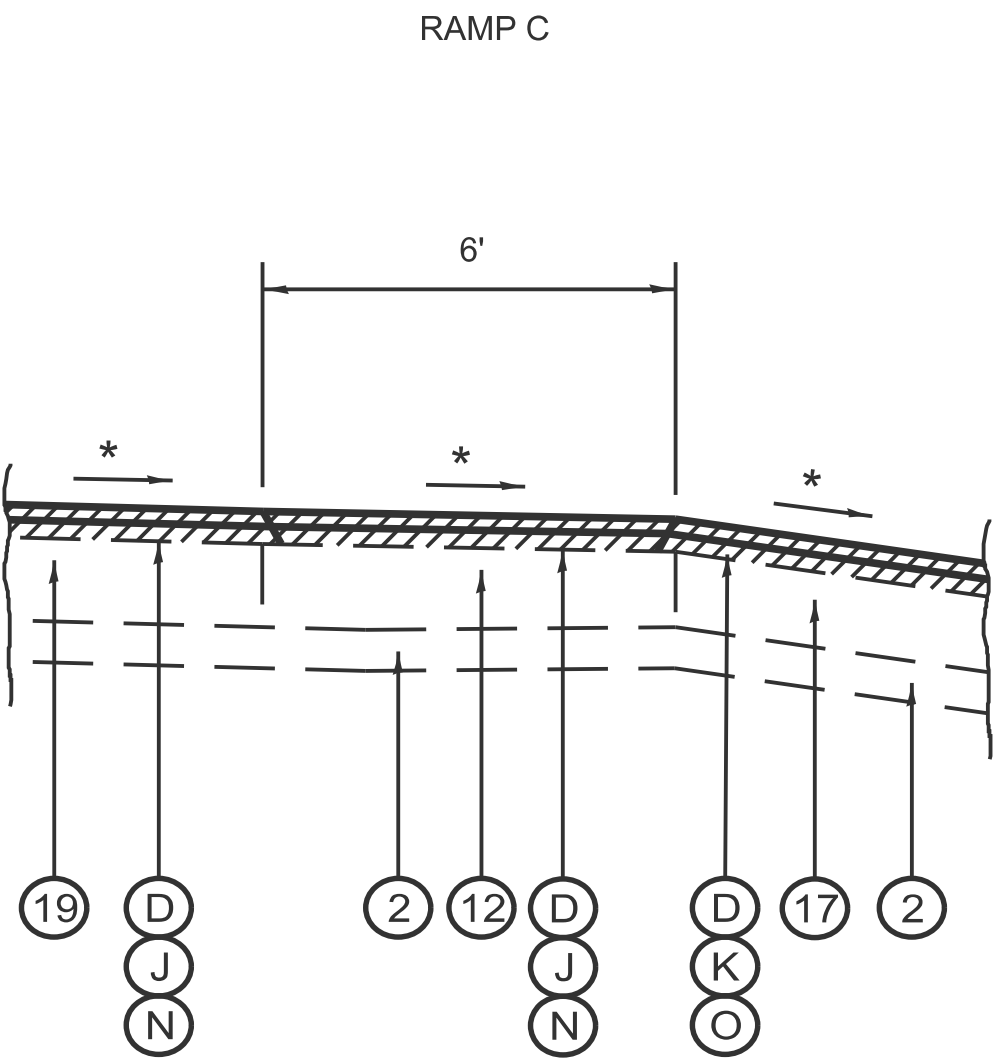
PR POLY HMA BINDER COURSE,
IL-19.0, N70 4 3/4" (RAMPS)
- L.

PR POLY HMA BINDER COURSE,
IL-19.0, N90 5 1/2" (BL-55)
- N.

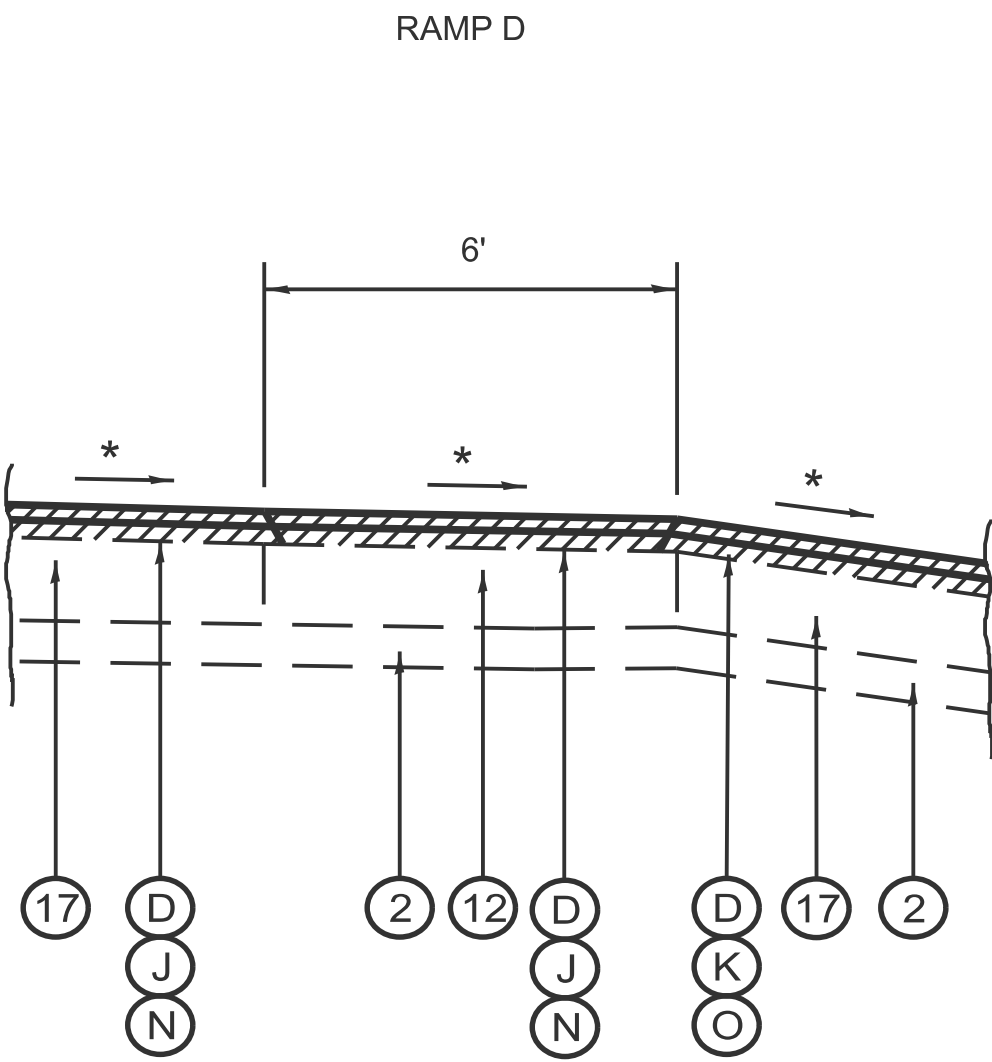
PR POLY HMA SURFACE COURSE,
MIX "E" N90 1 1/2" (I-72)
- O.

PR POLY HMA SURFACE COURSE,
MIX"E" N70 1 1/2" (BL-55&RAMPS)
- P.

PR HMA (SHOULDERS)



SECTION B-B

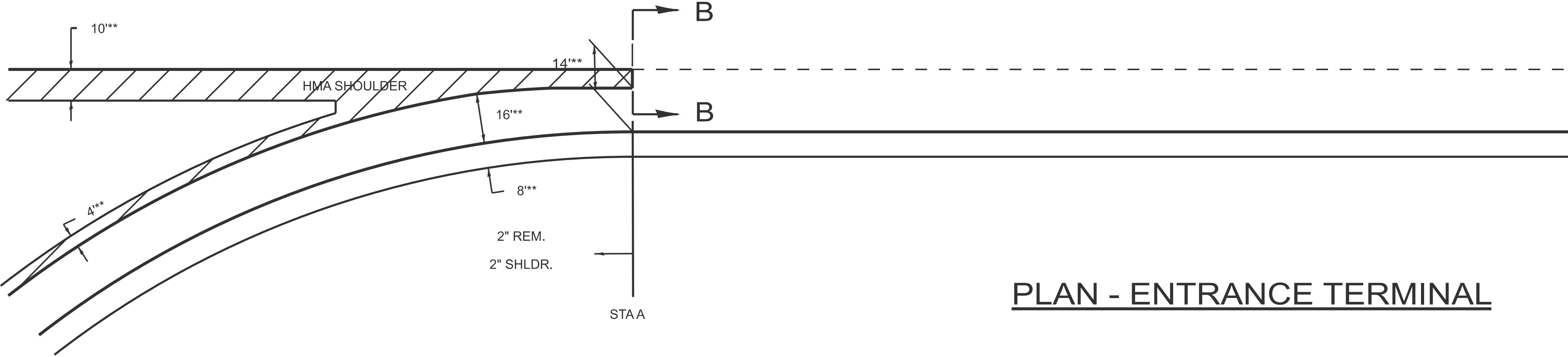


SECTION B-B

- *

MATCH EXIST SLOPE
- **

MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY



PLAN - ENTRANCE TERMINAL

INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A	
			RAMP	MAINLINE
6TH STREET	B	NB BL-55	18+09	51+91
6TH STREET	SW LOOP	EB I-72	18+56	671+71

LEGEND

2.

EX AGGREGATE SUB-BASE 4"
5.

EX PCC PAVEMENT 10"
12.

EX BITUMINOUS SHOULDERS (THICK VAR.)
17.

EX PCC BASE COURSE 9"
18.

EX PCC PAVEMENT 8" (STD REINF.)
19.

EX PCC PAVEMENT 10" (STD REINF.)
20.

EX PCC PAVMENT 9-7-9
- A.

PR HMA SURFACE REMOVAL 2"
- B.

PR HMA SURFACE REMOVAL 3 3/4"
- D.

PR HMA SURFACE REMOVAL 6 1/4"
- E.

PR HMA SURFACE REMOVAL 7"
- H.

PR POLY HMA BINDER COURSE,
IL-19.0, N70 2 1/4" (BL-55&RAMPS)
- J.

PR POLY HMA BINDER COURSE,
IL-19.0, N90 4 3/4" (I-72)
- K.

PR POLY HMA BINDER COURSE,
IL-19.0, N70 4 3/4" (RAMPS)
- L.

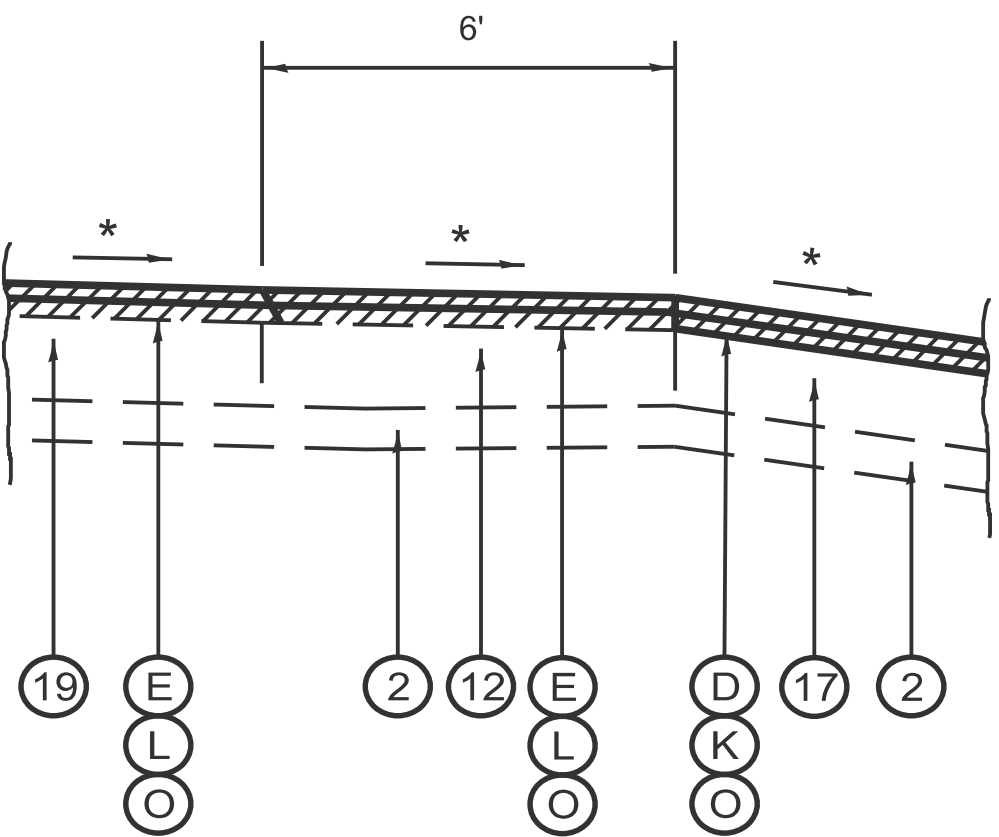
PR POLY HMA BINDER COURSE,
IL-19.0, N90 5 1/2" (BL-55)
- N.

PR POLY HMA SURFACE COURSE,
MIX "E" N90 1 1/2" (I-72)
- O.

PR POLY HMA SURFACE COURSE,
MIX"E" N70 1 1/2" (BL-55&RAMPS)
- P.

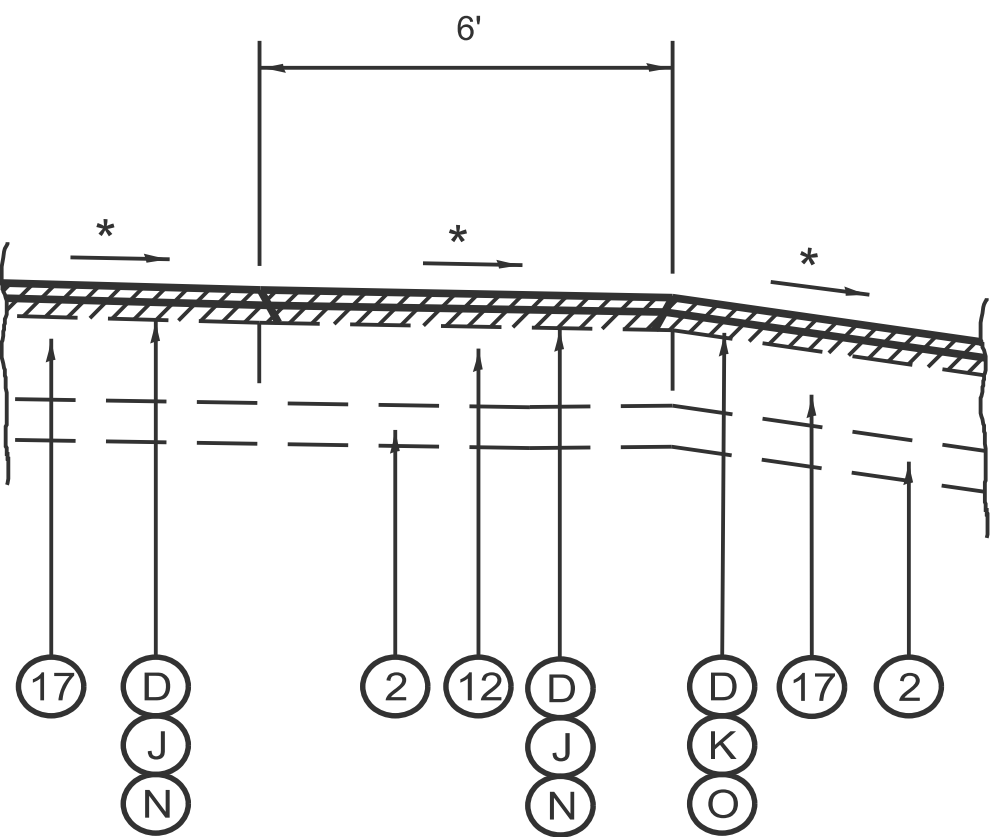
PR HMA (SHOULDERS)

RAMP B



SECTION B-B

SW LOOP RAMP

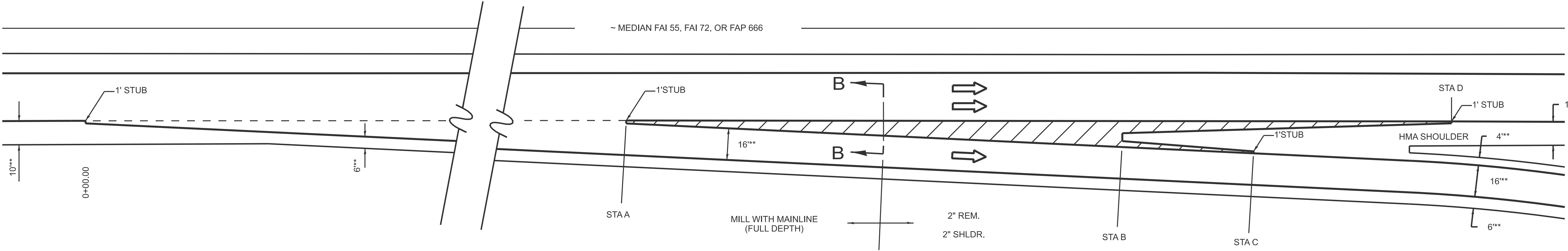


SECTION B-B

- *

MATCH EXIST SLOPE
- **

MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY



PLAN - EXIT TERMINAL

LEGEND

INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A		STA B		STA C	STA D	L1 (FEET)
			RAMP	MAINLINE	RAMP	MAINLINE	RAMP	MAINLINE	
6TH STREET	A	EB I-72	3+02	655+59	6+62	659+19	7+22	660+69	662
6TH STREET	D	SB BL-55	*N/A	*N/A	6+60	61+03	7+20	59+53	660

* OUTSIDE OF PAVING LIMITS

2.

EX AGGREGATE SUB-BASE 4"
5.

EX PCC PAVEMENT 10"
12.

EX BITUMINOUS SHOULDERS (THICK VAR.)
17.

EX PCC BASE COURSE 9"
18.

EX PCC PAVEMENT 8" (STD REINF.)
19.

EX PCC PAVEMENT 10" (STD REINF.)
20.

EX PCC PAVEMENT 9-7-9
- A.

PR HMA SURFACE REMOVAL 2"
- B.

PR HMA SURFACE REMOVAL 3 3/4"
- D.

PR HMA SURFACE REMOVAL 6 1/4"
- E.

PR HMA SURFACE REMOVAL 7"
- H.

PR POLY HMA BINDER COURSE,
IL-19.0, N70 2 1/4" (BL-SS/RAMPS)
- J.

PR POLY HMA BINDER COURSE,
IL-19.0, N80 4 3/4" (I-72)
- K.

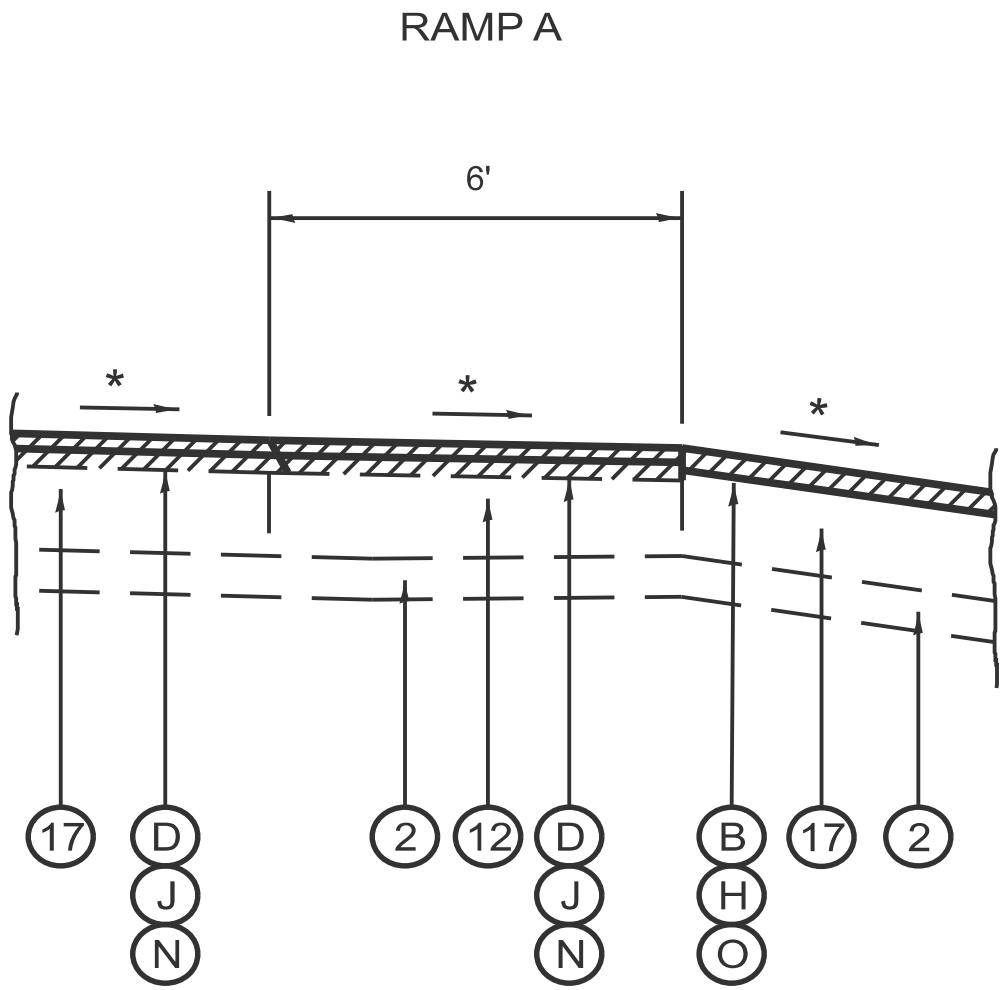
PR POLY HMA BINDER COURSE,
IL-15.0, N70 4 3/4" (RAMPS)
- L.

PR POLY HMA BINDER COURSE,
IL-19.0, N80 5 1/2" (BL-SS)
- N.

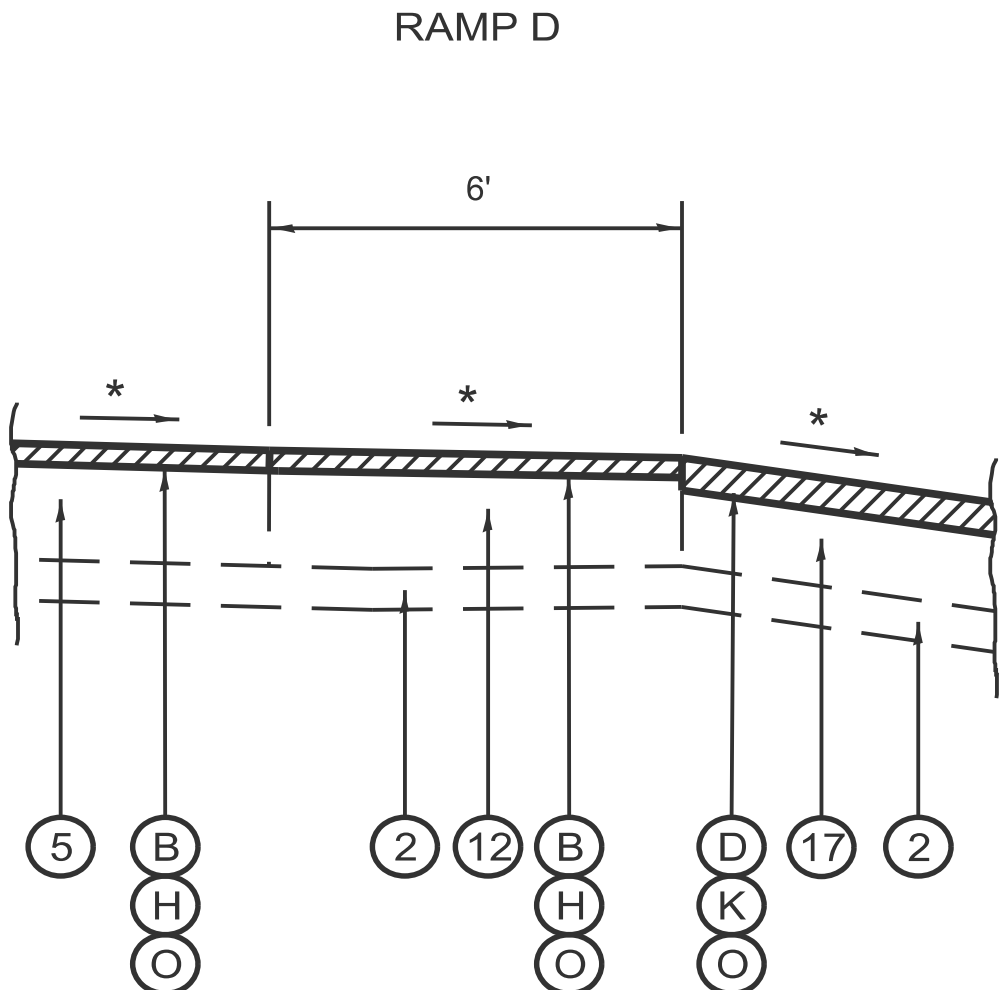
PR POLY HMA SURFACE COURSE,
MIX "E" N60 1 1/2" (I-72)
- O.

PR POLY HMA SURFACE COURSE,
MIX "E" N70 1 1/2" (BL-SS/RAMPS)
- P.

PR HMA (SHOULDERS)



SECTION B-B

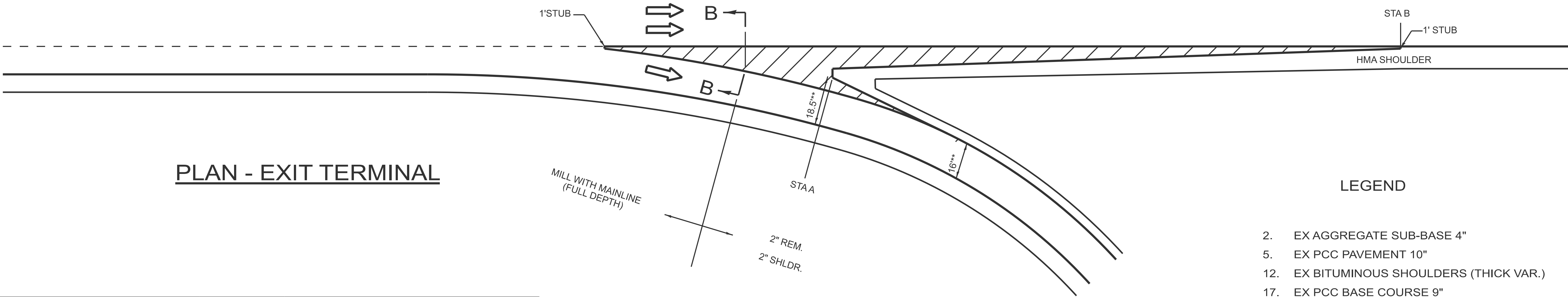


SECTION B-B

- *

MATCH EXIST SLOPE
- **

MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY



PLAN - EXIT TERMINAL

INTERCHANGE	RAMP	ADJACENT MAINLINE	STA A		STA B
			RAMP	MAINLINE	MAINLINE
6TH STREET	B	EB I-72	5+87	677+88	680+42
6TH STREET	C	NB BL-55	3+47	58+41	60+95

LEGEND

2.

EX AGGREGATE SUB-BASE 4"
5.

EX PCC PAVEMENT 10"
12.

EX BITUMINOUS SHOULDERS (THICK VAR.)
17.

EX PCC BASE COURSE 9"
18.

EX PCC PAVEMENT 8" (STD REINF.)
19.

EX PCC PAVEMENT 10" (STD REINF.)
20.

EX PCC PAVMENT 9-7-9
- A.

PR HMA SURFACE REMOVAL 2"
- B.

PR HMA SURFACE REMOVAL 3 3/4"
- C.

PR HMA SURFACE REMOVAL 5"
- D.

PR HMA SURFACE REMOVAL 6 1/4"
- E.

PR HMA SURFACE REMOVAL 7"
- H.

PR POLY HMA BINDER COURSE,
IL-19.0, N70 2 1/4" (BL-55&RAMPS)
- J.

PR POLY HMA BINDER COURSE,
IL-19.0, N90 4 3/4" (I-72)
- K.

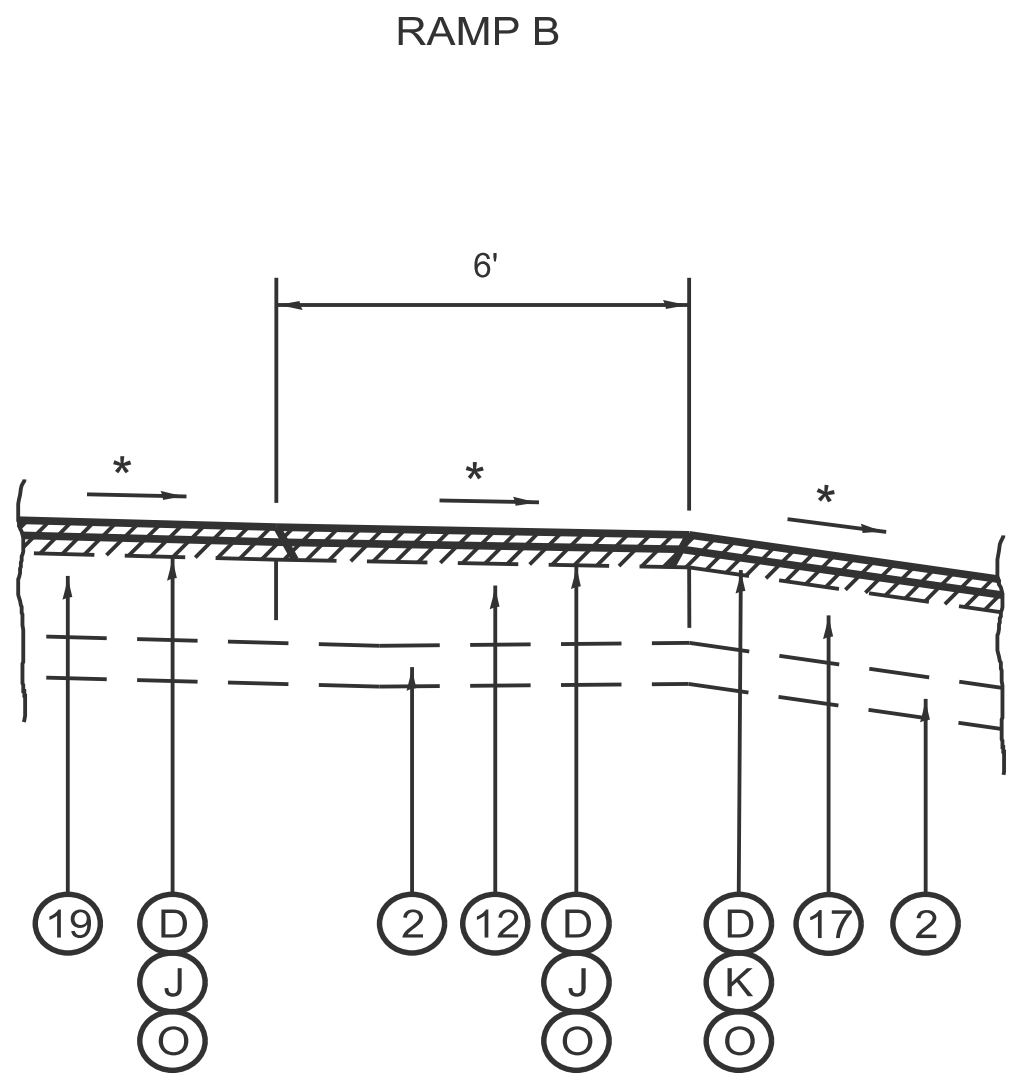
PR POLY HMA BINDER COURSE,
IL-19.0, N70 4 3/4" (RAMPS)
- L.

PR POLY HMA BINDER COURSE,
IL-19.0, N90 5 1/2" (BL-55)
- N.

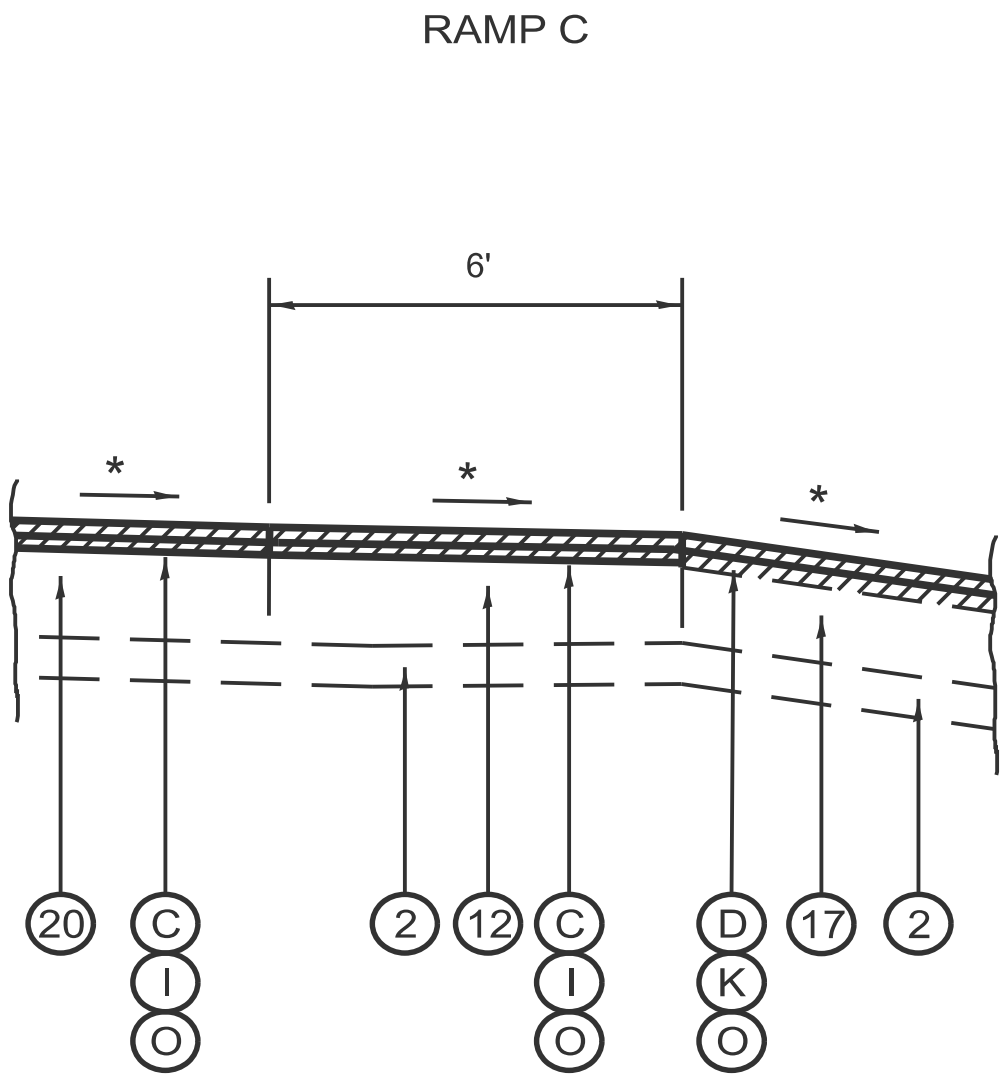
PR POLY HMA SURFACE COURSE,
MIX "E" N90 1 1/2" (I-72)
- O.

PR POLY HMA SURFACE COURSE,
MIX"E" N70 1 1/2" (BL-55&RAMPS)
- P.

PR HMA (SHOULDERS)



SECTION B-B



SECTION B-B

- *

MATCH EXIST SLOPE
- **

MEASUREMENTS ARE TYPICAL. FIELD MEASUREMENTS MAY VARY



- HOT-MIX ASPHALT SURFACE REMOVAL

BE DONE IN A MANNER THAT MAINTAINS A MINIMUM VERTICAL CLEARANCE OF

HOT-MIX ASPHALT RESURFACING OF THE EXISTING PAVEMENT AND SHOULDERS SHALL

16 FEET AT THE SECOND ST. OVERHEAD STRUCTURE. THE MINIMUM VERTICAL CLEARANCE SHALL BE MAINTAINED FROM OUTSIDE TO OUTSIDE OF THE PAVED SHOULDERS.

FOLLOWING PLACEMENT OF THE SURFACE COURSE AND HMA SHOULDERS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE VERTICAL CLEARANCE AS DESCRIBED ABOVE. IF THE MINIMUM VERTICAL CLEARANCE IS LESS THAN 16 FEET, THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL REMOVE AND REPLACE THE HMA SURFACE COURSE AS DIRECTED BY THE ENGINEER.

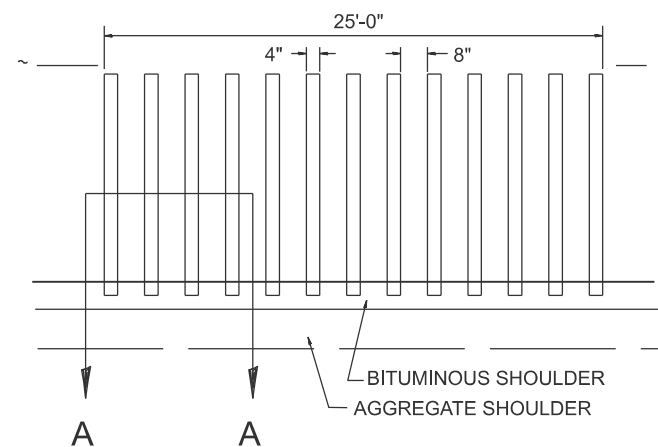
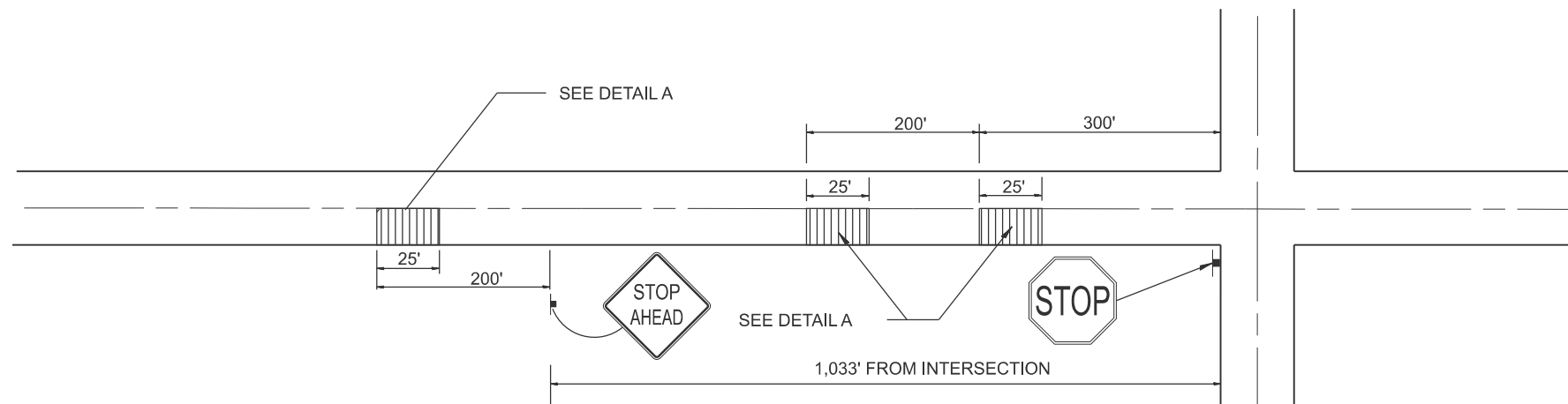
THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE VARIOUS HOT-MIX ASPHALT ITEMS.

HOT-MIX ASPHALT SHOULDERS SHALL BE RAMPED IN THE SAME MANNER AS THE HMA BINDER AND SURFACE COURSES.

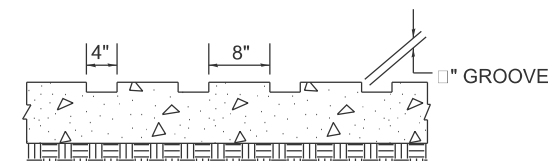
CORE DATA INDICATES WB I-72 BELOW 2ND ST HAS A 4.75" HMA OVERLAY AND EB I-72 BELOW 2ND ST HAS A 3.5" HMA OVERLAY

PRIOR TO THE START OF RESURFACING OPERATIONS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE EXISTING VERTICAL CLEARANCE AT THE SECOND ST. OVERHEAD STRUCTURE. MEASUREMENTS SHALL BE TAKEN AT THE OUTSIDE EDGES OF THE PAVED SHOULDERS, AT THE EDGE OF EACH LANE, AND AT ANY SPLICE PLATES OVER THE SHOULDERS OR PAVEMENT. IF NECESSARY, THE ENGINEER SHALL MAKE ADJUSTMENTS TO THE RESURFACING THICKNESS SHOWN IN THE PLANS TO MAINTAIN THE REQUIRED MINIMUM VERTICAL CLEARANCE.

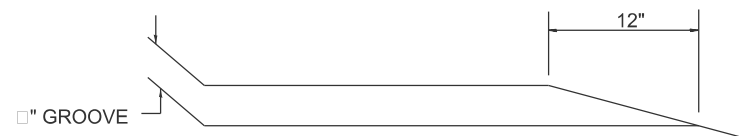
OVERHEAD STRUCTURE RAMPING DETAIL



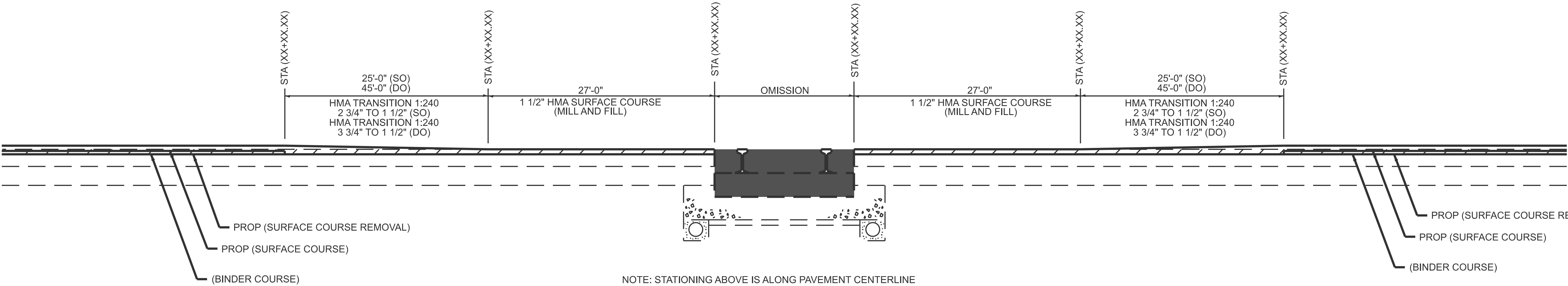
DETAIL A



SECTION A-A



- NOTES: 1. THE 25 FEET RUMBLE AREA HAS 4" WIDE GROOVES SAWED INTO THE PAVEMENT, SEPERATED BY 8" OF EXISTING PAVEMENT. THE SAW CUTS SHALL EXTEND 12" INTO THE SHOULDER TO ALLOW FOR DRAINAGE.
2. THIS WORK WILL BE MEASURED FOR PAYMENT AND PAID FORAT THE CONTRACT UNIT PRICE PER EACH FOR RUMBLE STRIP, WHERE EACH IS DEFINED AS A 25 FT LENGTH INSTALLATION. THE UNIT PRICE SHALL INCLUDE ALL EQUIPMENT, MATERIAL, LABOR AND OTHER ITEMS REQUIRED TO INSTALL EACH RUMBLE STRIP.



HMA TRANSITION AT RAILROAD