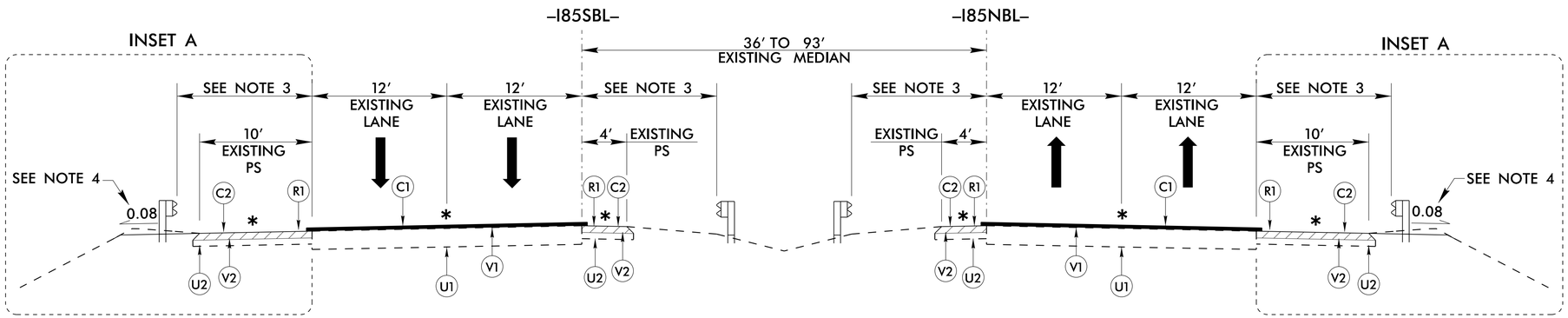
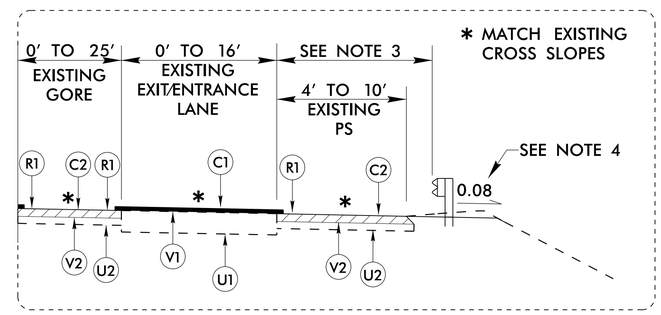


TYPICAL SECTION NO. 1

–I85NBL– STA. 106+30 TO STA. 131+06 (BEGIN BRIDGE)
–I85NBL– STA. 135+68 (END BRIDGE) TO STA. 191+30 } (MAP 1)
–I85SBL– STA. 406+30 TO STA. 431+19 (BEGIN BRIDGE)
–I85SBL– STA. 435+81 (END BRIDGE) TO STA. 489+00 } (MAP 2)

* MATCH EXISTING CROSS SLOPES



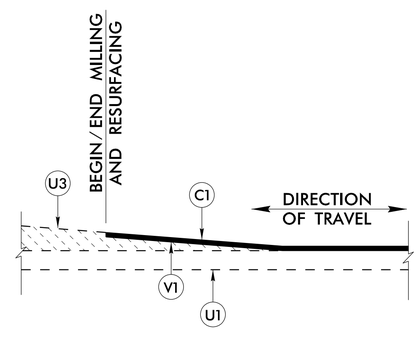
INSET A

–I85NBL– STA. 170+30 TO STA. 176+70
–I85NBL– STA. 182+45 TO STA. 191+50
–I85SBL– STA. 456+20 TO STA. 468+90 (MIRROR IMAGE)

PAVEMENT SCHEDULE

C1	PROP. APPROX. 5/8″ ULTRA-THIN BONDED WEARING COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
C2	PROP. APPROX. 1.5″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
V1	MILLING EXISTING ULTRA-THIN BONDED WEARING COURSE, 5/8″ AVERAGE DEPTH
V2	MILLING EXISTING ASPHALT, 1.5″ DEPTH
R1	MILLED RUMBLE STRIPS
T1	AGGREGATE SHOULDER BORROW (ASB)
U1	EXISTING 9″ JOINTED PORTLAND CEMENT CONCRETE PAVEMENT (WITH DOWELS)
U2	EXISTING ASPHALT/ABC PAVED SHOULDER
U3	EXISTING ASPHALT COURSES

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



ULTRA–THIN BONDED WEARING COURSE TIE–IN DETAIL

USE AT ALL I–85 MAINLINE, RAMP AND LOOP TIE–INS

NOTES

1. MILLED PAVED SHOULDERS SHALL BE RESURFACED BY THE END OF EACH WORK DAY.
2. ULTRA–THIN BONDED WEARING COURSE SHALL BE EXTENDED 6″ OUTSIDE OF TRAVEL LANES (EDGE OF CONCRETE PAVEMENT).
3. NEW GUARDRAIL UNIFORM OFFSETS FROM TRAVEL LANES SHALL MATCH EXISTING, EXCEPT AS DETERMINED BY THE ENGINEER. MEDIAN GUARDRAIL OPENINGS ARE TO BE MAINTAINED/RESTORED TO MATCH EXISTING.
4. GRADE OUTSIDE SHOULDERS FLUSH WITH PAVED SHOULDER WHERE EXISTING GUARDRAIL IS REMOVED AND REPLACED. GRADE TO DRAIN AWAY FROM PAVEMENT AT 0.08 SLOPE, SEED AND MULCH ALL DISTURBED AREAS.
5. TYPICAL SECTION STATIONS (STA.) SHOWN ARE APPROXIMATE AND MAY ADJUST AS DETERMINED BY THE ENGINEER.

6/2/99
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