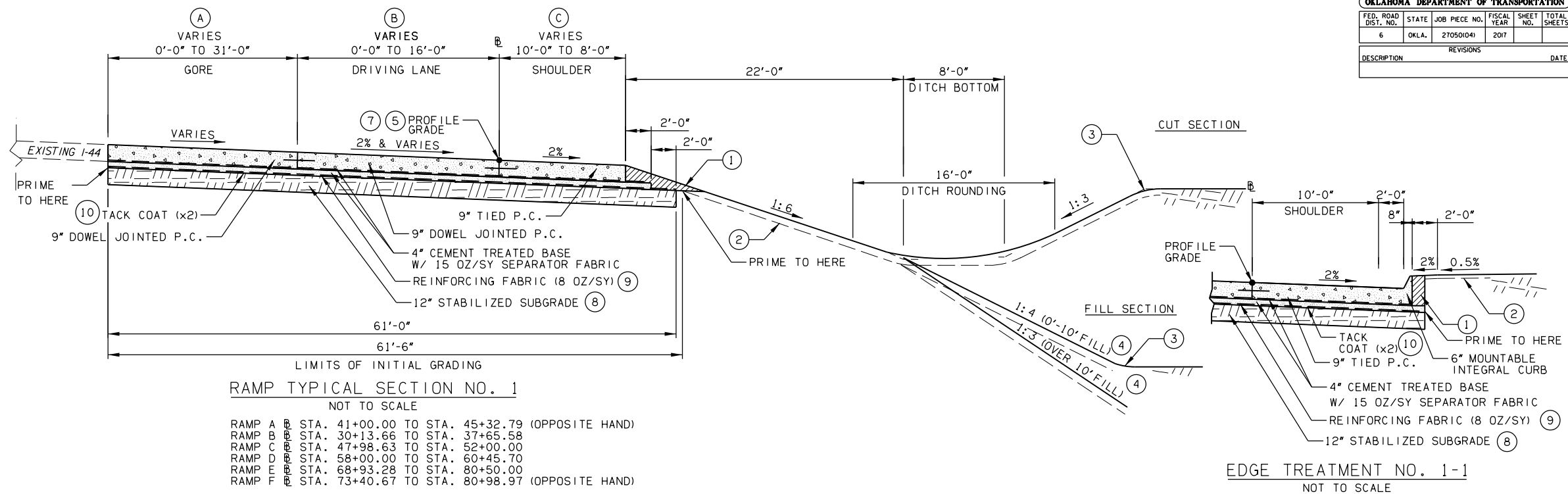


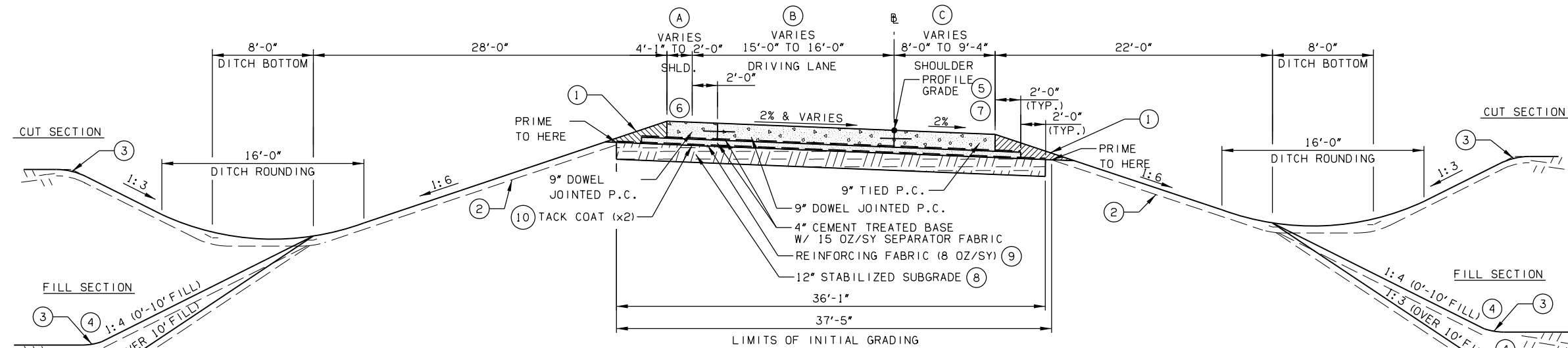
TYPICAL SECTION NO. 1			
SEGMENT	VARIABLE WIDTH	ALIGN	STATION EXTENTS
A	0'-0" TO 22'-0"	RAMP A	42+34.18 TO 45+32.79
B	12'-0" TO 15'-0"	RAMP A	41+00.00 TO 42+34.18
B	15'-0"	RAMP A	42+34.18 TO 45+32.79
C	10'-0"	RAMP A	41+00.00 TO 44+07.24
C	10'-0" TO 8'-0"	RAMP A	44+07.24 TO 44+57.24
C	8'-0"	RAMP A	44+57.24 TO 45+32.79
A	0'-0" TO 23'-7"	RAMP B	34+05.79 TO 37+65.58
B	0'-0" TO 12'-0"	RAMP B	30+13.66 TO 32+14.02
B	12'-0" TO 15'-0"	RAMP B	32+14.02 TO 34+05.79
B	15'-0"	RAMP B	34+05.79 TO 37+65.58
C	10'-0"	RAMP B	30+13.66 TO 37+06.12
C	10'-0" TO 8'-10"	RAMP B	37+06.12 TO 37+65.58
A	22'-0" TO 0'-0"	RAMP C	47+98.63 TO 48+99.93
B	16'-0"	RAMP C	47+98.63 TO 48+25.71
B	16'-0" TO 12'-0"	RAMP C	48+25.71 TO 48+99.93
B	12'-0"	RAMP C	48+99.93 TO 52+00.00
C	8'-11" TO 10'-0"	RAMP C	47+98.63 TO 48+25.71
C	10'-0"	RAMP C	48+25.71 TO 52+00.00
A	0'-0" TO 29'-10"	RAMP D	59+29.57 TO 60+45.70
B	12'-0"	RAMP D	58+00.00 TO 59+29.57
B	12'-0" TO 16'-0"	RAMP D	59+29.57 TO 60+33.95
B	16'-0"	RAMP D	60+33.95 TO 60+45.70
C	10'-0"	RAMP D	58+00.00 TO 60+33.95
C	10'-0" TO 9'-4"	RAMP D	60+33.95 TO 60+45.70
A	22'-0" TO 0'-0"	RAMP E	68+93.28 TO 71+46.87
B	15'-0"	RAMP E	68+93.28 TO 69+65.62
B	15'-0" TO 12'-0"	RAMP E	69+65.62 TO 71+46.87
B	12'-0"	RAMP E	71+46.87 TO 80+50.00
C	8'-0"	RAMP E	68+93.28 TO 69+15.62
C	8'-0" TO 10'-0"	RAMP E	69+15.62 TO 69+65.62
C	10'-0"	RAMP E	69+65.62 TO 80+50.00
A	24'-1" TO 0'-0"	RAMP F	73+40.67 TO 76+02.84
B	15'-0"	RAMP F	73+40.67 TO 76+02.84
B	15'-0" TO 12'-0"	RAMP F	76+02.84 TO 77+33.61
B	12'-0"	RAMP F	77+33.61 TO 80+98.97
C	9'-1" TO 10'-0"	RAMP F	73+40.67 TO 73+87.67
C	10'-0"	RAMP F	73+87.67 TO 80+98.97

TYPICAL SECTION NO. 2			
SEGMENT	VARIABLE WIDTH	ALIGN	STATION EXTENTS
A	2'-0"	RAMP A	45+32.79 TO 48+66.26
B	15'-0"	RAMP A	45+32.79 TO 48+66.26
C	8'-0"	RAMP A	45+32.79 TO 48+66.26
A	3'-7" TO 2'-0"	RAMP B	37+65.58 TO 38+06.12
A	2'-0"	RAMP B	38+06.12 TO 48+58.94
B	15'-0"	RAMP B	37+65.58 TO 48+58.94
C	8'-10" TO 8'-0"	RAMP B	37+65.58 TO 38+06.12
C	8'-0"	RAMP B	38+06.12 TO 48+58.94
A	2'-0"	RAMP C	43+35.11 TO 47+98.63
B	16'-0"	RAMP C	43+35.11 TO 47+98.63
C	8'-0"	RAMP C	43+35.11 TO 47+75.71
C	8'-0" TO 8'-11"	RAMP C	47+75.71 TO 47+98.63
A	4'-1" TO 2'-0"	RAMP D	60+45.70 TO 60+71.45
A	2'-0"	RAMP D	60+71+45 TO 64+88.48
B	16'-0"	RAMP D	60+45.70 TO 64+88.48
C	9'-4" TO 8'-0"	RAMP D	60+45.70 TO 60+71.45
C	8'-0"	RAMP D	60+71.45 TO 64+88.48
A	2'-0"	RAMP E	59+24.32 TO 68+93.28
B	15'-0"	RAMP E	59+24.32 TO 68+93.28
C	8'-0"	RAMP E	59+24.32 TO 68+93.28
A	2'-0"	RAMP F	62+54.31 TO 72+87.69
A	2'-0" TO 4'-1"	RAMP F	72+87.69 TO 73+40.67
B	15'-0"	RAMP F	62+54.31 TO 73+40.67
C	8'-0"	RAMP F	62+54.31 TO 72+87.69
C	8'-0" TO 9'-1"	RAMP F	72+87.69 TO 73+40.67

DIMENSIONS VARY REFER TO PAVEMENT DETAIL SHEETS 65 - 69 .



RAMP TYPICAL SECTION NO. 1
 NOT TO SCALE
 RAMP A STA. 41+00.00 TO STA. 45+32.79 (OPPOSITE HAND)
 RAMP B STA. 30+13.66 TO STA. 37+65.58
 RAMP C STA. 47+98.63 TO STA. 52+00.00
 RAMP D STA. 58+00.00 TO STA. 60+45.70
 RAMP E STA. 68+93.28 TO STA. 80+50.00
 RAMP F STA. 73+40.67 TO STA. 80+98.97 (OPPOSITE HAND)



RAMP TYPICAL SECTION NO. 2
 NOT TO SCALE
 RAMP A STA. 45+32.79 TO STA. 48+66.26 (OPPOSITE HAND)
 RAMP B STA. 37+65.58 TO STA. 48+58.94
 RAMP C STA. 43+35.11 TO STA. 47+98.63
 RAMP D STA. 60+45.70 TO STA. 64+88.48
 RAMP E STA. 59+24.32 TO STA. 68+93.28
 RAMP F STA. 63+54.31 TO STA. 73+40.67 (OPPOSITE HAND)

- ① BACKFILL NOTE
 THIS AREA IS TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. MATERIAL SHALL BE SOIL. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.
- ② TOPSOIL NOTE
 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD APPROX. 5" THICK FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGED TOPSOIL AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE AND EARTHWORK SUMMARY.
- ③ ROUNDING DETAIL SEE SHEET 7 .
- ④ DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED SHOULDER.
- ⑤ REVOLVE THE SUPERELEVATION ABOUT THE PROFILE GRADE POINT. REFER TO ODOT STANDARD SUEL1-3 AND AASHTO 2011 FOR ADDITIONAL INFORMATION.
- ⑥ SUPERELEVATE THE NARROW SHOULDER (4'-1" WIDE AND LESS) WITH THE TRAFFIC LANES, NO ROLLOVER.
- ⑦ MAXIMUM ROLLOVER FROM TRAFFIC LANE SLOPE TO OUTSIDE SHOULDER SLOPE IS 0.08 FT/FT
- ⑧ SUBGRADE SHALL BE STABILIZED PER THE OHD L-50 DESIGN PROCEDURE.
- ⑨ MATERIAL SHALL BE ROLLED ONTO FRESH TACK COAT.
- ⑩ APPLY INITIAL TACK COAT ACROSS GRADING SECTION AT A RATE OF 0.25 GAL/SY. AFTER PLACEMENT OF REINFORCING FABRIC APPLY A SECOND APPLICATION AT 0.20 GAL/SY ON TOP OF THE FABRIC. FINE SAND SHALL BE BROADCAST ACROSS THE TACK COAT MEMBRANE TO PREVENT PAVING EQUIPMENT FROM PICKING UP MEMBRANE.

DESIGN	AKS	6/12	I-44 & US-62 INTERCHANGE
DRAWN	BWH	6/12	
CHECKED	JES	5/16	
APPROVED			
SQUAD	GARVER		

TYPICAL SECTIONS (SHEET 1 OF 3)
 STATE JOB NO. 27050(04) SHEET NO. 4
 8/29/2017 COMANCHE COUNTY