

Notes:

- Two easternmost lanes are closed on I-64 EB for lower deck structure and pavement rehabilitation.
- Two lanes of I-64 WB and one I-64 EB express lane shall be maintained on the WB roadway (upper deck).
- One I-64 EB lane shall be maintained on the EB roadway (lower deck)
- Temporary concrete barrier must separate the WB lanes from the EB express lane on the upper deck and EB traffic from the construction zone on the lower deck.
- EB I-64 through traffic to utilize temporary crossover to existing two-lane EB roadway.
- All lanes remain open on I-264 in both directions.
- Existing concrete rumble strips to be removed or filled in prior to shifting traffic onto the existing shoulders. Replace when project is complete.
- See Roadway Exhibit for guardrail replacement limits.
- Additional temporary signage will be evaluated per section 12 of the ITP and included during final design.

RAMP MOVEMENT	STATUS
RAMP E	OPEN - USING EXISTING RAMP CONFIGURATION
RAMP F	OPEN - USING EXISTING RAMP CONFIGURATION
RAMP G	OPEN - USING EXISTING RAMP CONFIGURATION
RAMP H	OPEN - USING EXISTING RAMP CONFIGURATION
RAMP I	OPEN - USING EXISTING RAMP CONFIGURATION
RAMP J	OPEN - USING EXISTING RAMP CONFIGURATION

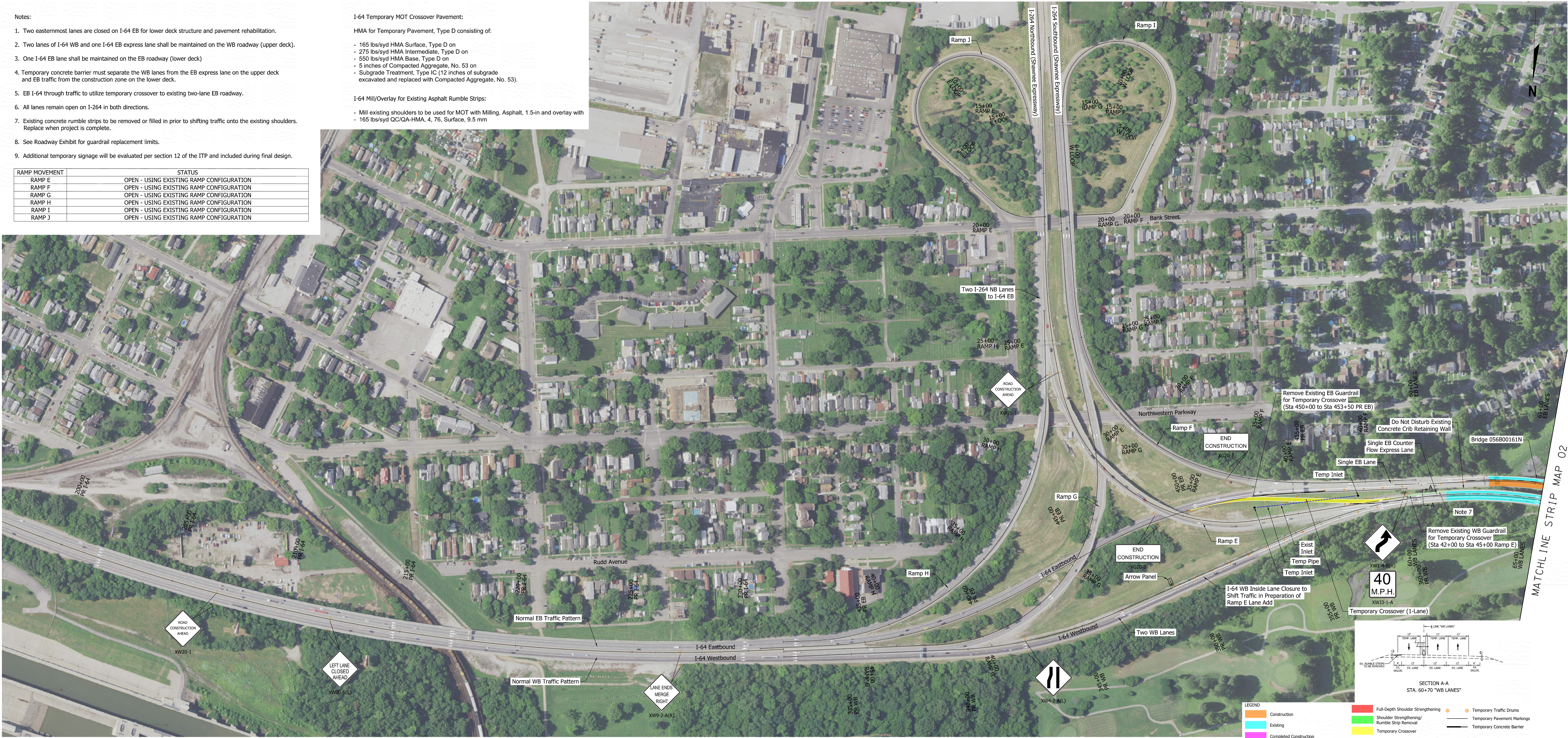
I-64 Temporary MOT Crossover Pavement:

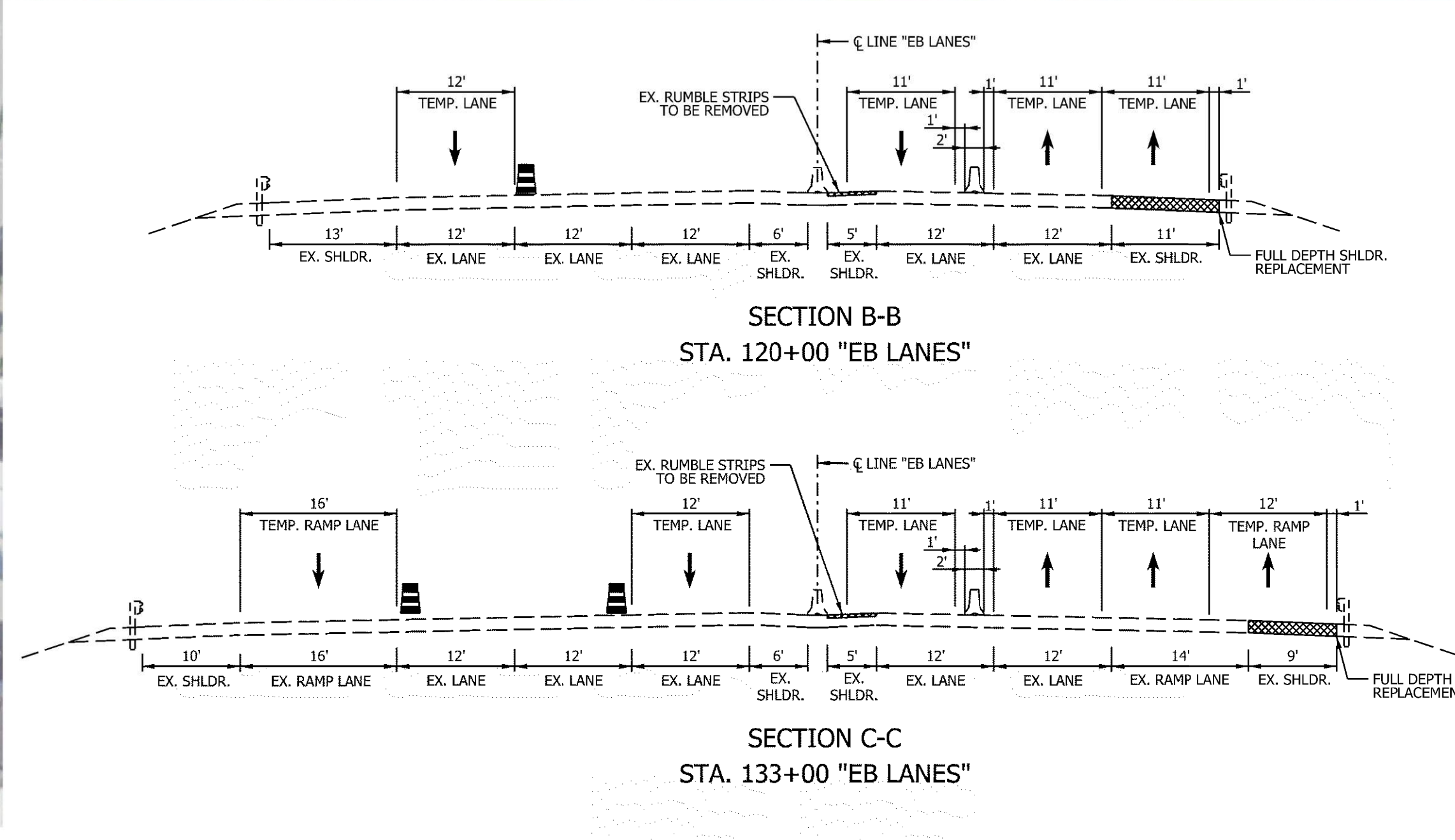
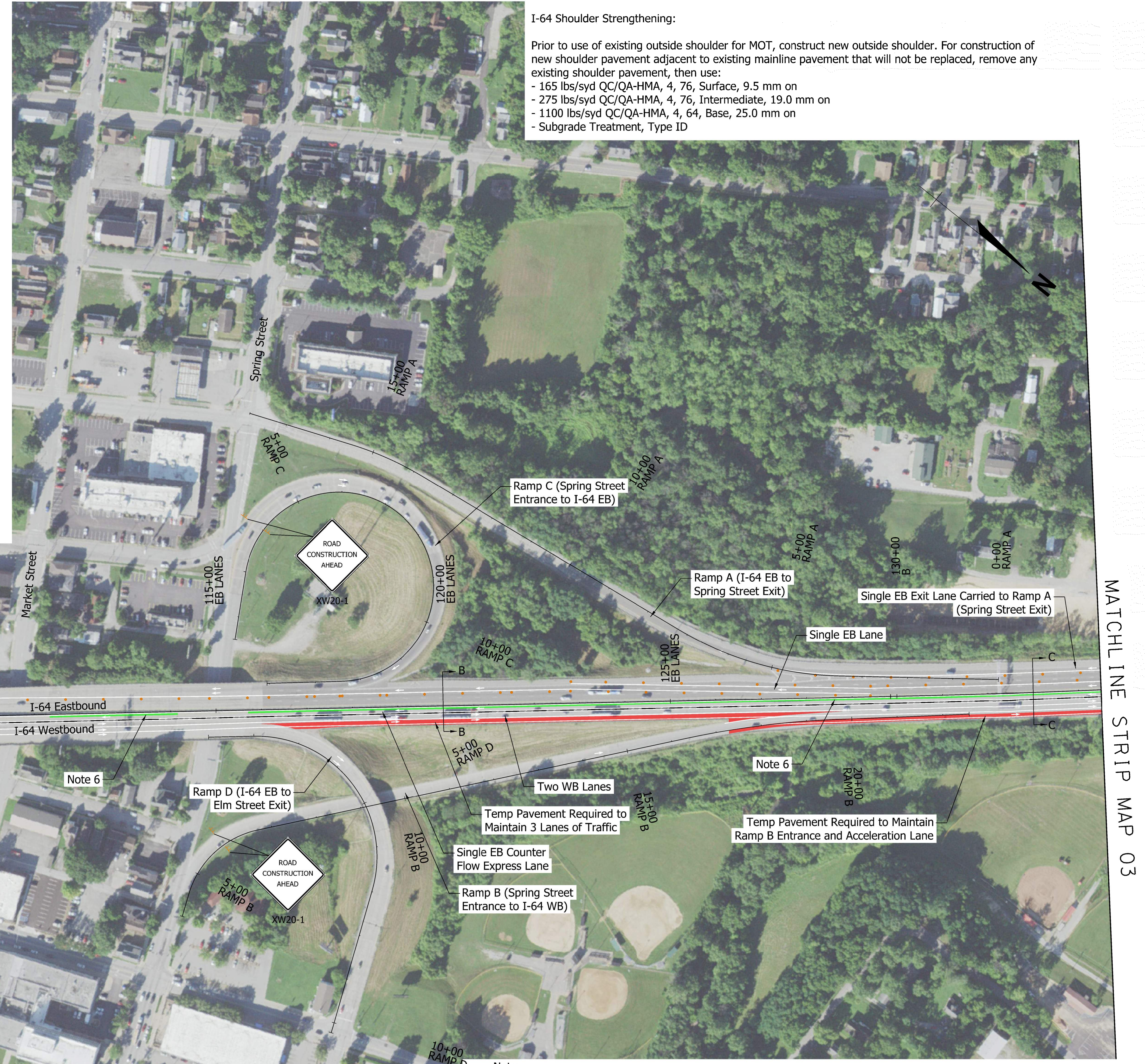
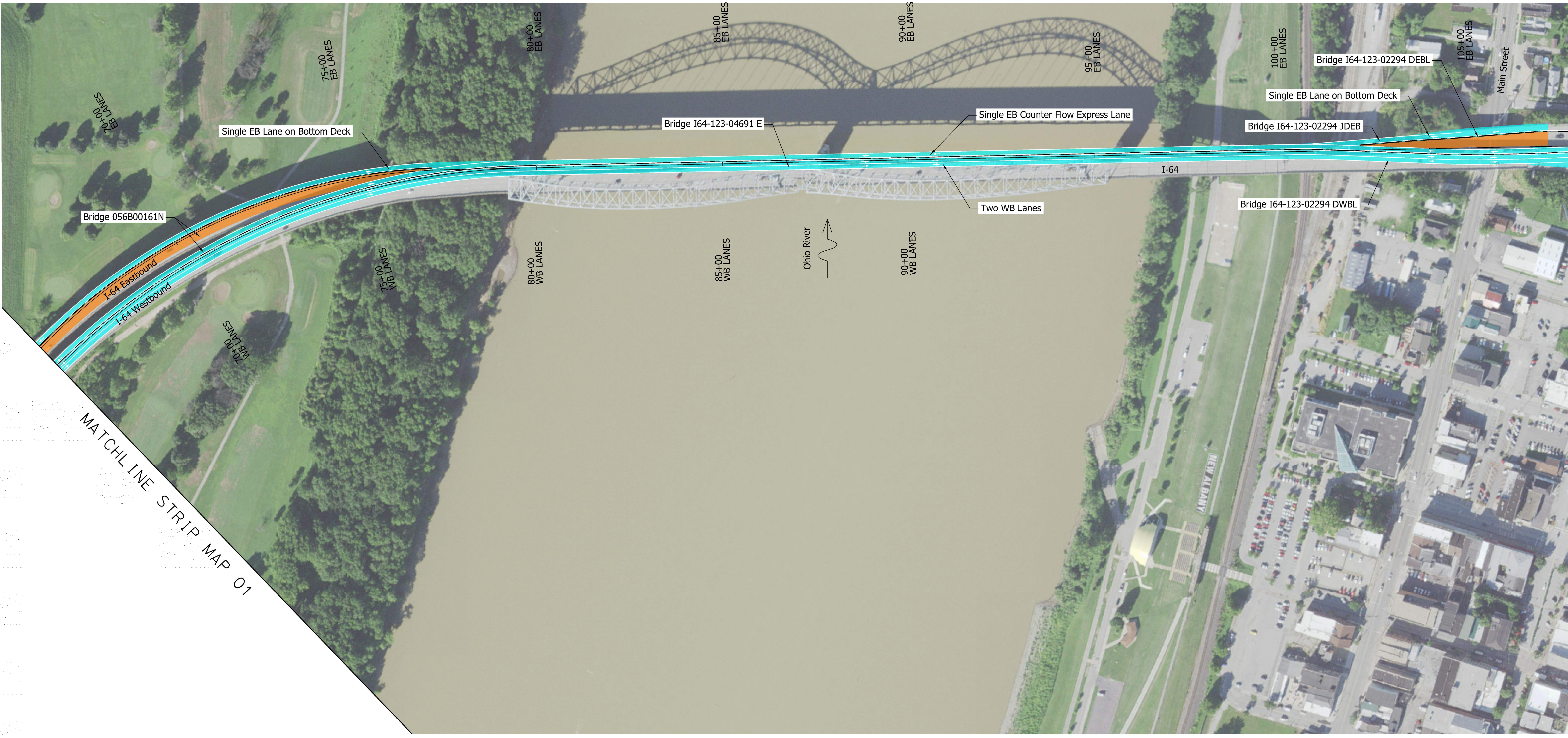
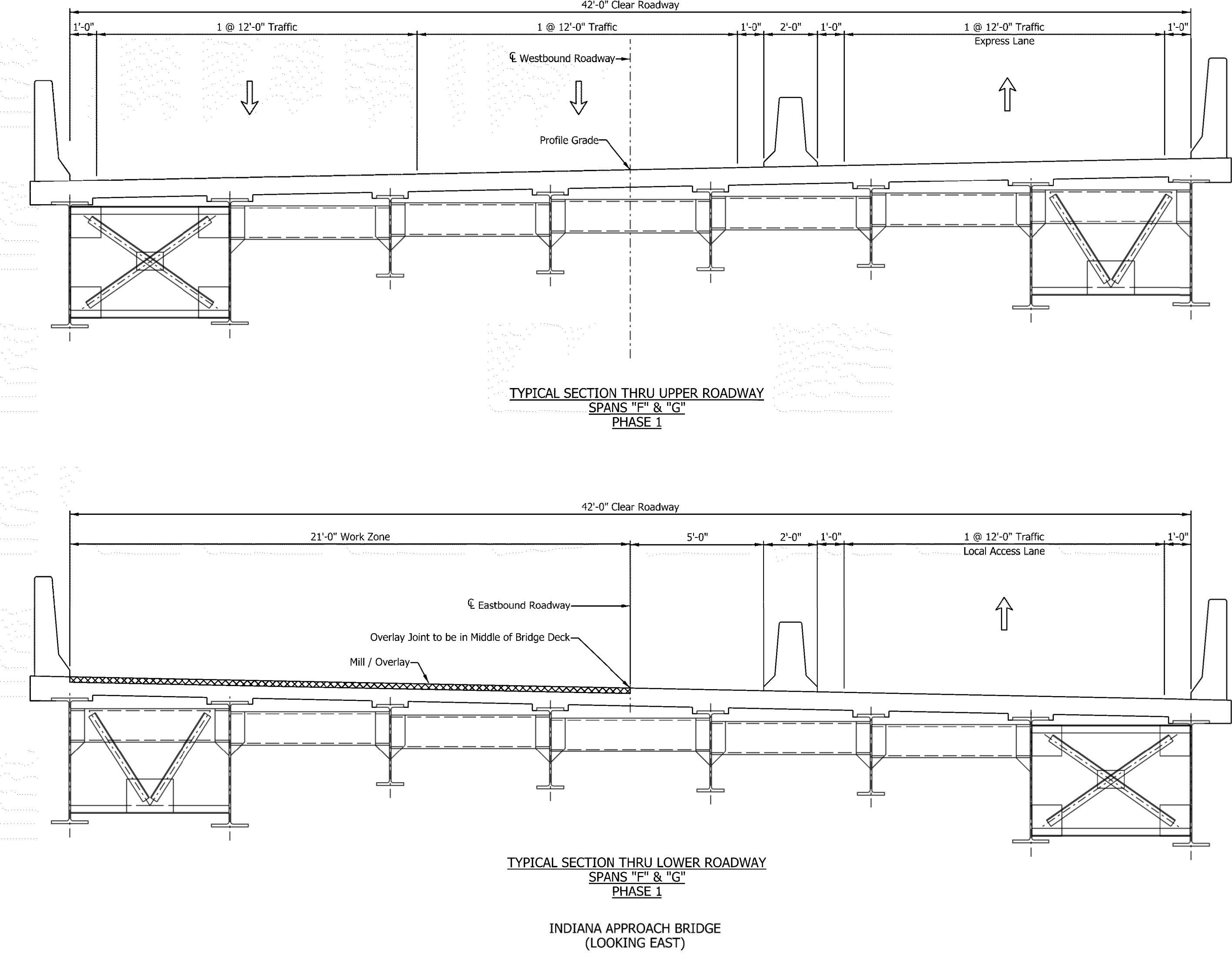
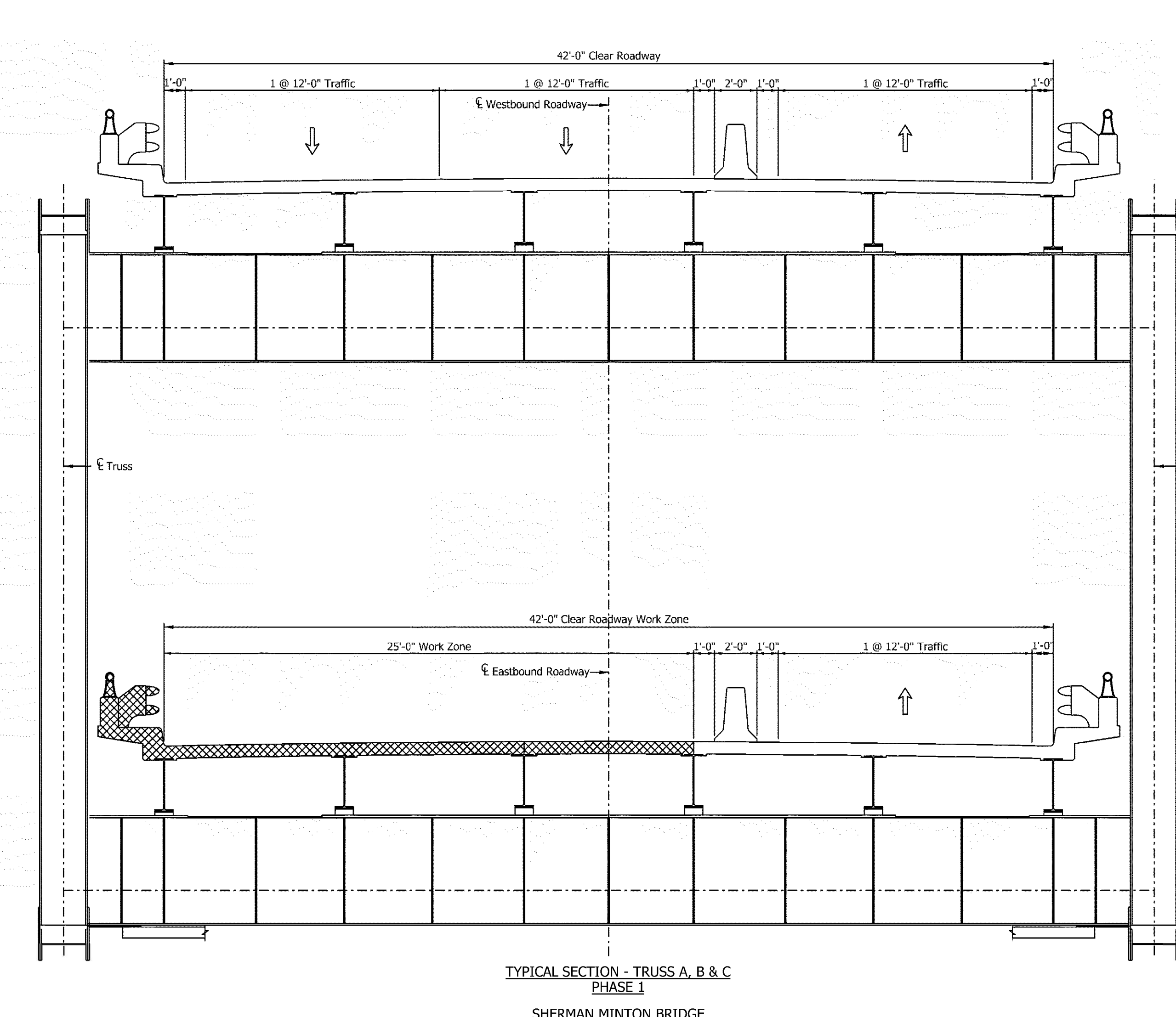
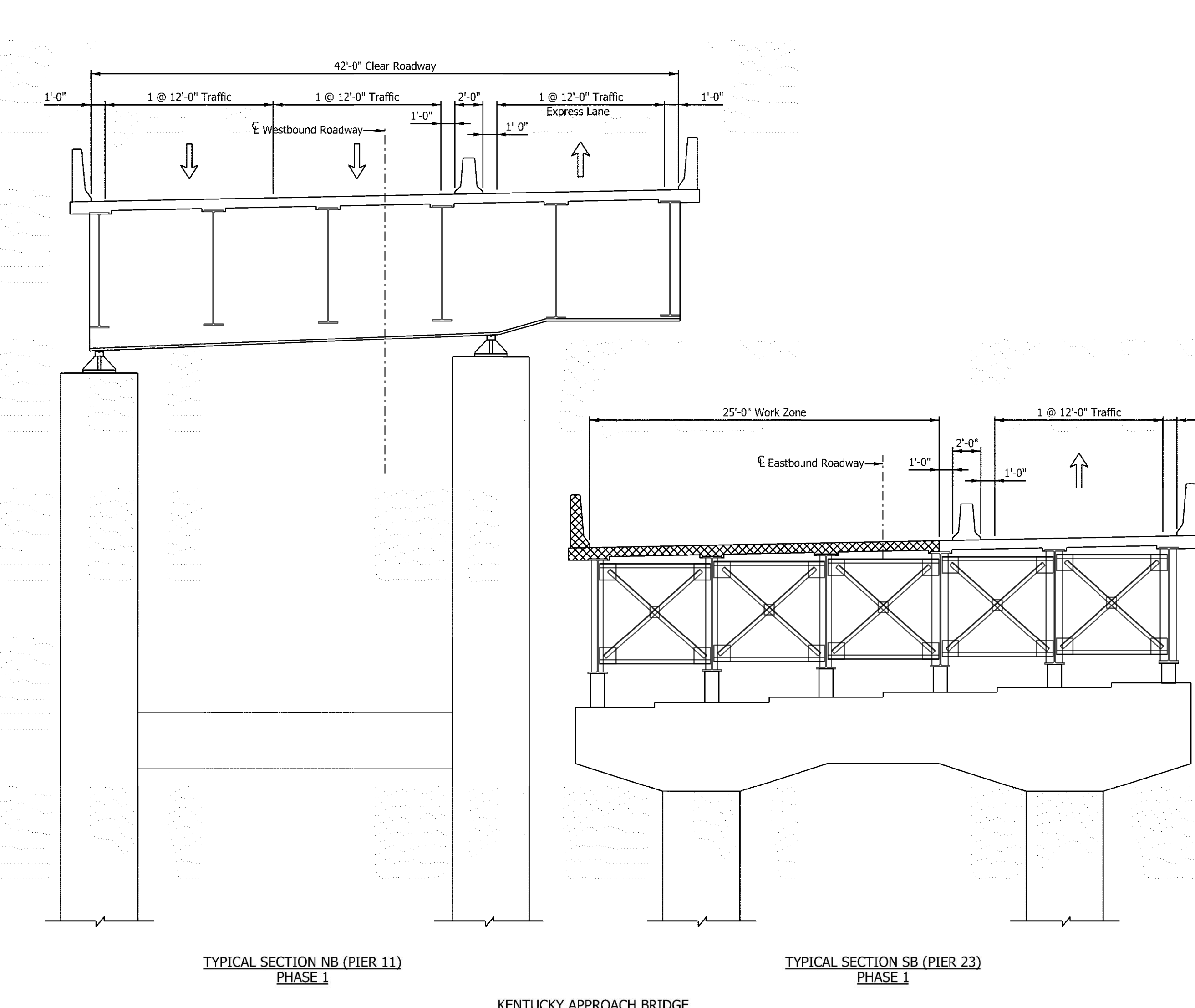
HMA for Temporary Pavement, Type D consisting of:

- 165 lbs/syd HMA Surface, Type D on
- 275 lbs/syd HMA Intermediate, Type D on
- 550 lbs/syd HMA Base, Type D on
- 5 inches of Compacted Aggregate, No. 53 on
- Subgrade Treatment, Type IC (12 inches of subgrade excavated and replaced with Compacted Aggregate, No. 53).

I-64 Mill/Overlay for Existing Asphalt Rumble Strips:

- Mill existing shoulders to be used for MOT with Milling, Asphalt, 1.5-in and overlay with
- 165 lbs/syd QC/QA-HMA, 4, 76, Surface, 9.5 mm





Notes:

- Two easternmost lanes are closed on I-64 EB for lower deck structure and pavement rehabilitation.
- Two lanes of I-64 WB and one I-64 EB express lane shall be maintained on the WB roadway (upper deck).
- One I-64 EB lane shall be maintained on the EB roadway (lower deck).
- Temporary concrete barrier must separate the WB lanes from the EB express lane on the upper deck and EB traffic from the construction zone on the lower deck.
- Shoulder strengthening to be performed prior to shifting traffic. See Shoulder Strengthening Pavement Section this sheet.
- Mill/Overlay existing rumble strips prior to shifting traffic onto the existing shoulders. Vehicles cannot straddle rumble strips at any point of construction. After substantial project completion, all rumble strips shall be replaced in their existing location.
- Additional temporary signage will be evaluated per section 12 of the ITP and included during final design.

RAMP MOVEMENT	STATUS
RAMP A	OPEN - USING EXISTING RAMP CONFIGURATION
RAMP B	OPEN - USING TEMPORARY PAVEMENT FOR WIDENING
RAMP C	OPEN - USING EXISTING RAMP CONFIGURATION
RAMP D	OPEN - USING EXISTING RAMP CONFIGURATION

LEGEND

- Full-Depth Shoulder Strengthening
- Construction
- Existing
- Completed Construction
- Shoulder Strengthening/Rumble Strip Removal
- Temporary Crossover
- Temporary Traffic Drums
- Temporary Pavement Markings
- Temporary Concrete Barrier