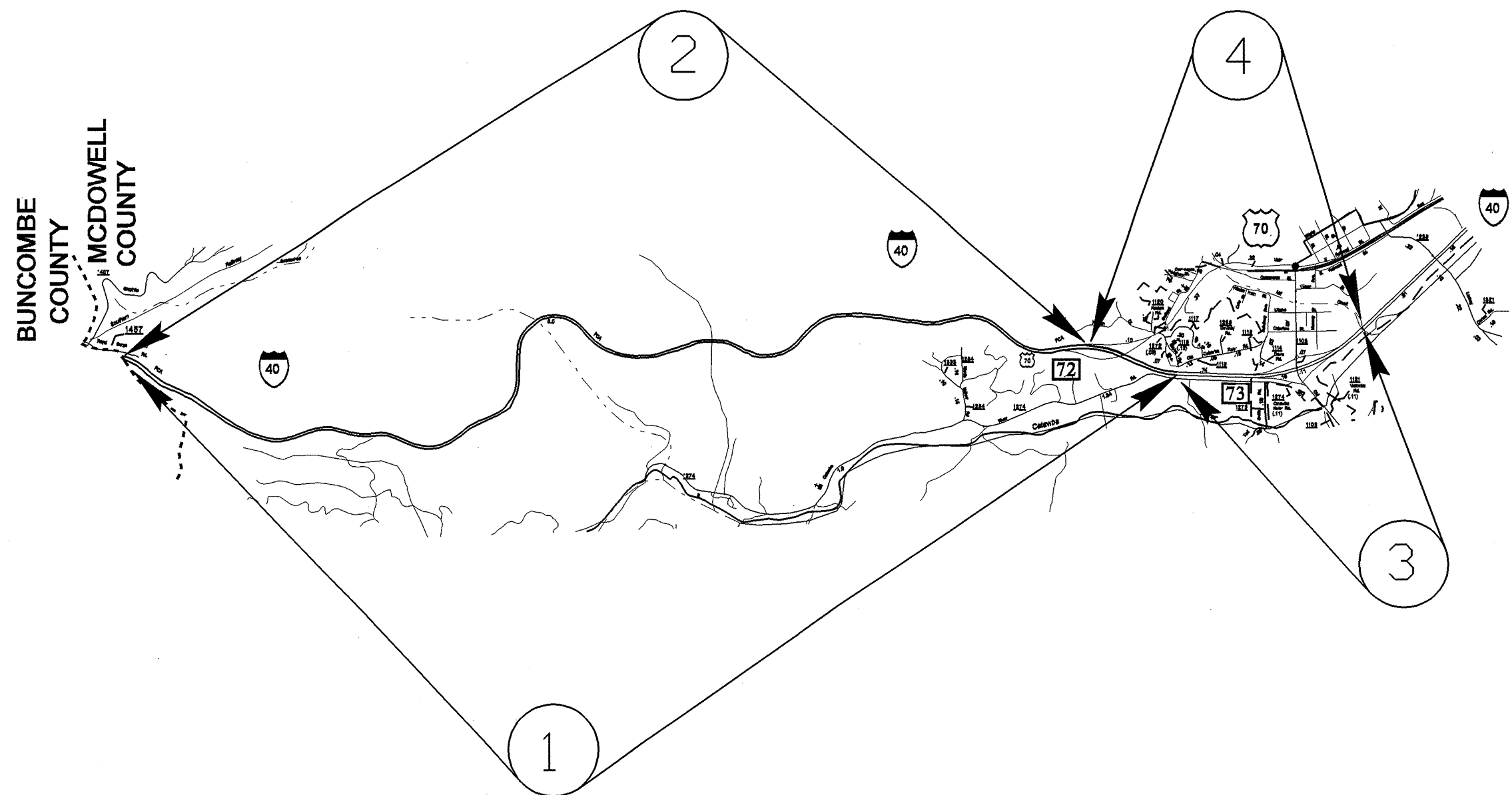


<i>PROJECT NO.</i>	<i>SHEET NO.</i>	<i>TOTAL SHEETS</i>
<i>I-4908A</i>	<i>1</i>	<i>8</i>



***McDOWELL COUNTY***

PROJECT NO.	SHEET NO.	TOTAL SHEETS
I-4908A	2	8

BUNCOMBE COUNTY  
MCDOWELL COUNTY

TRUCK WARNING STATION

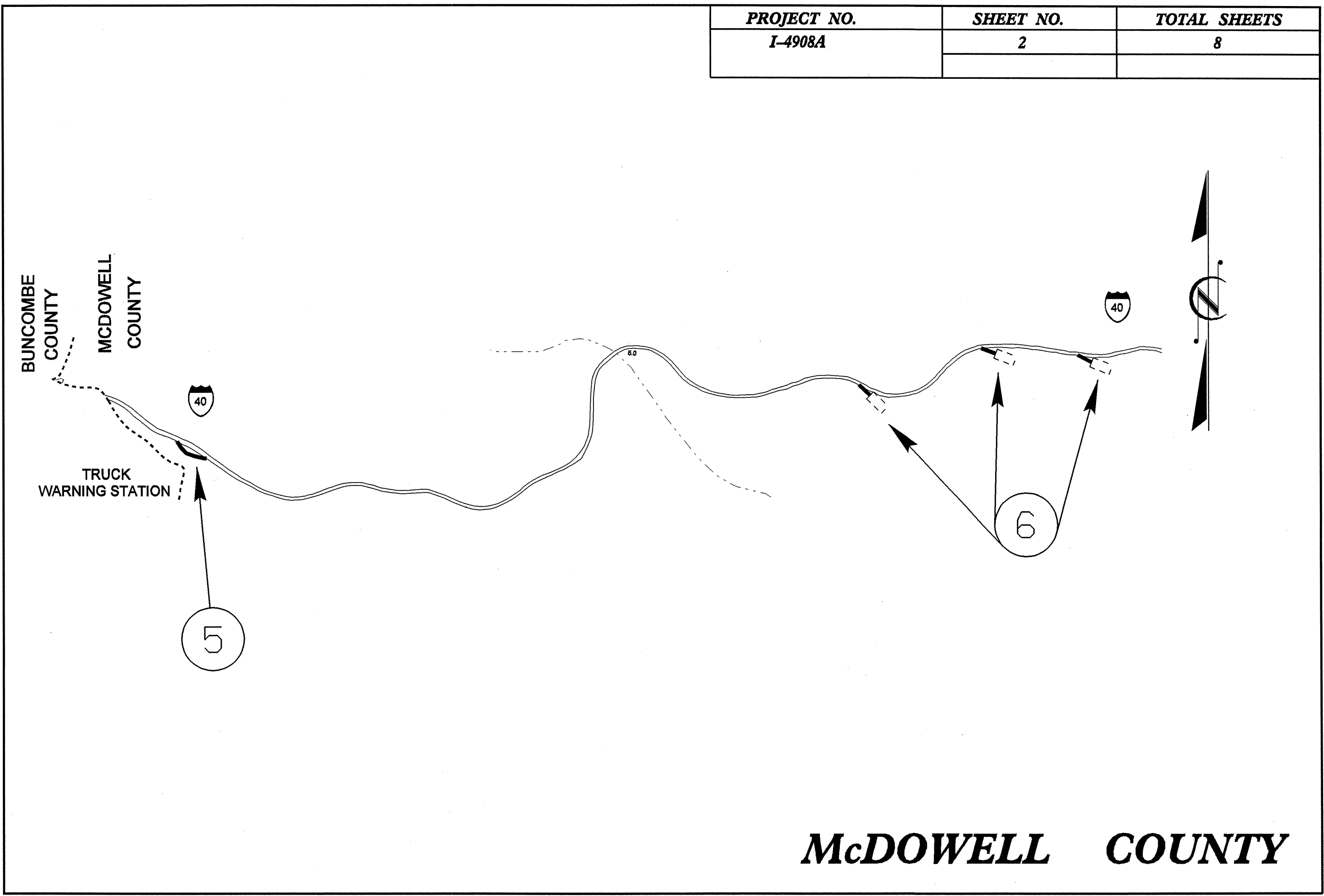
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6

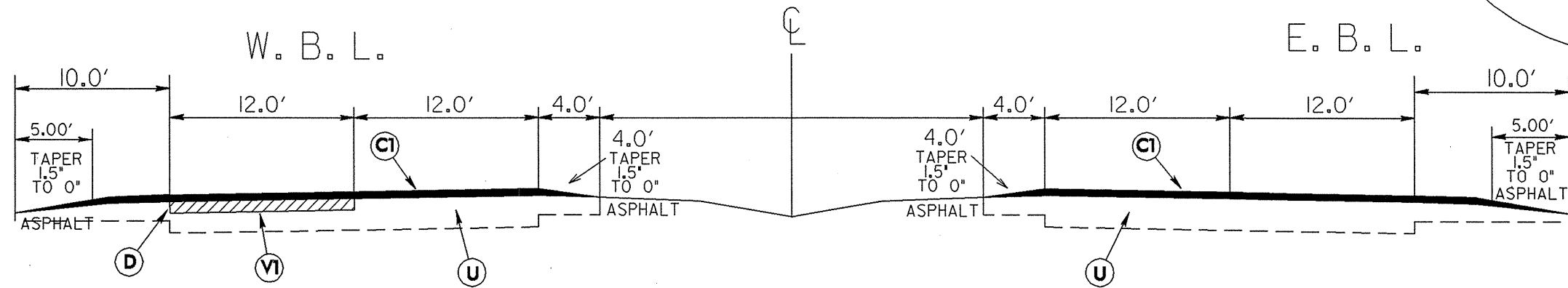
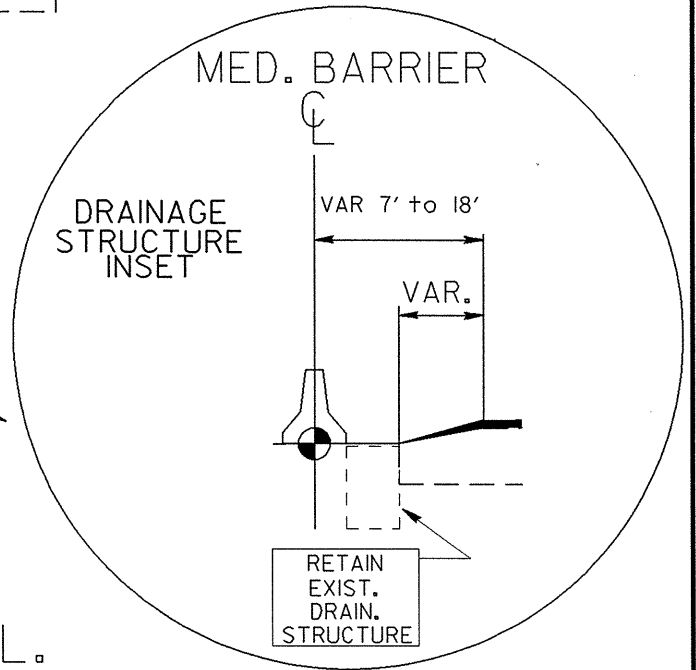
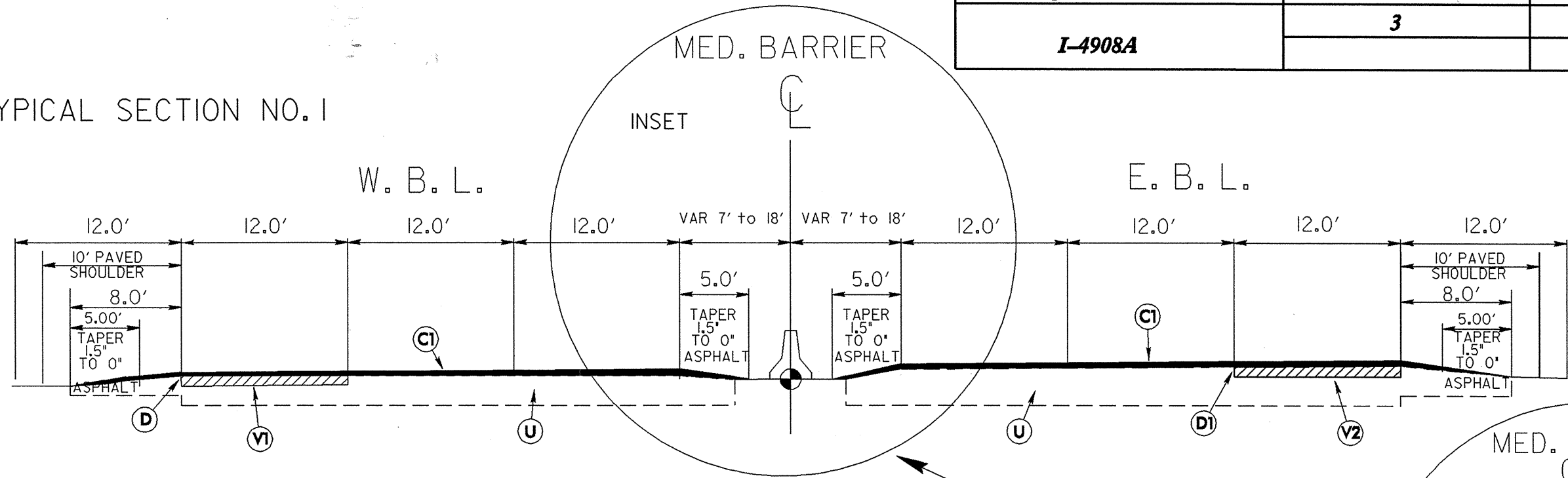


**MCDOWELL COUNTY**



PROJECT NO.	SHEET NO.	TOTAL SHEETS
I-4908A	3	8

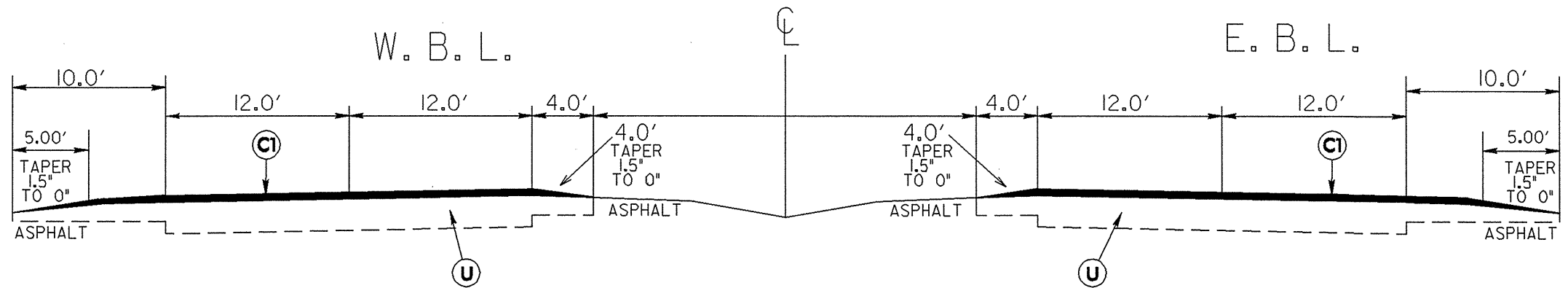
TYPICAL SECTION NO. 1



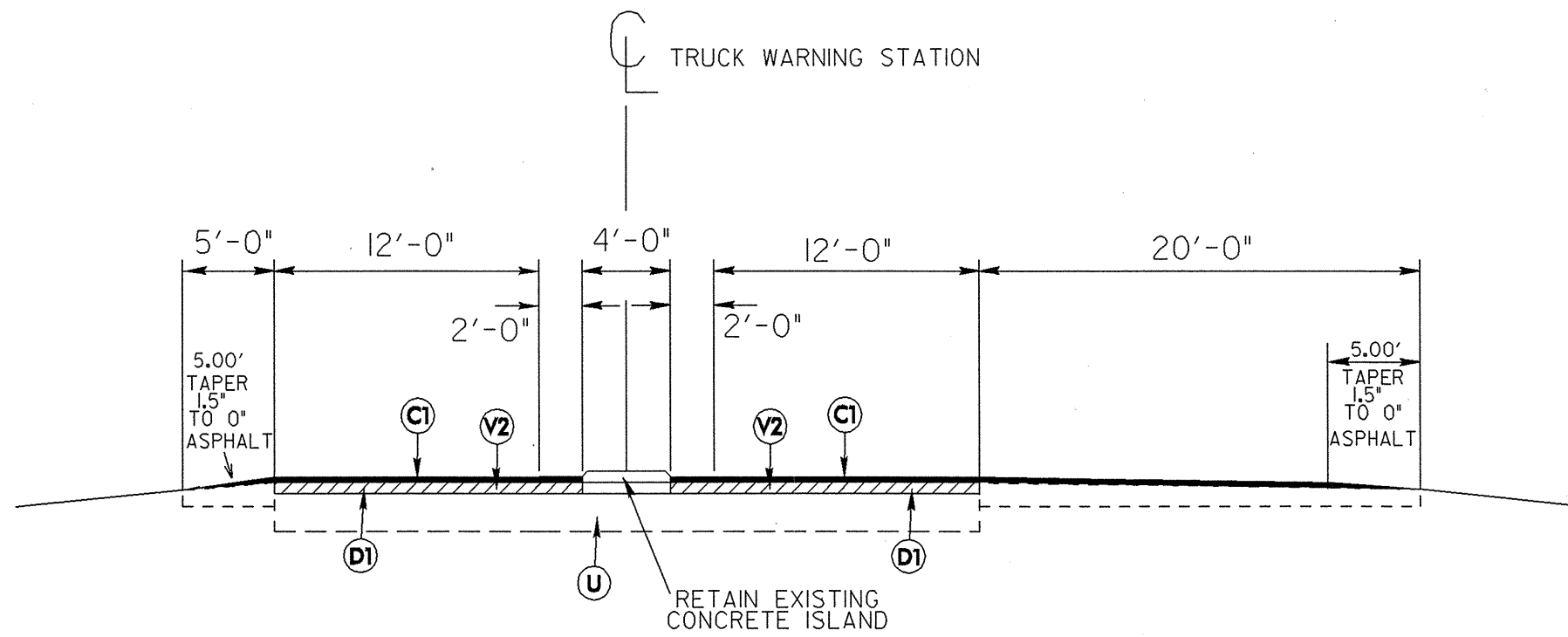
TYPICAL SECTION NO. 2 TO BE USED FROM END OF WEST BOUND "ON RAMP" AT EXIT 73 TO BEGINNING OF 3-LANE SECTION AT EXIT 72 .FOR BOTH EAST BOUND AND WEST BOUND

**McDOWELL COUNTY**

PROJECT NO.	SHEET NO.	TOTAL SHEETS
I-4908A	4	8



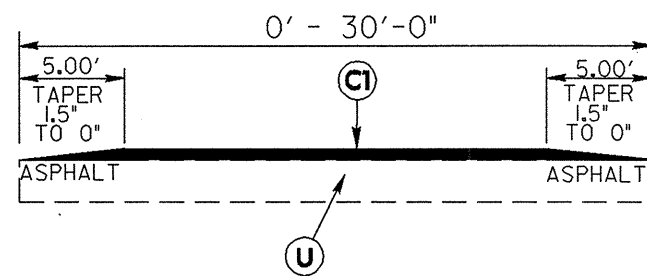
TYPICAL SECTION NO. 3



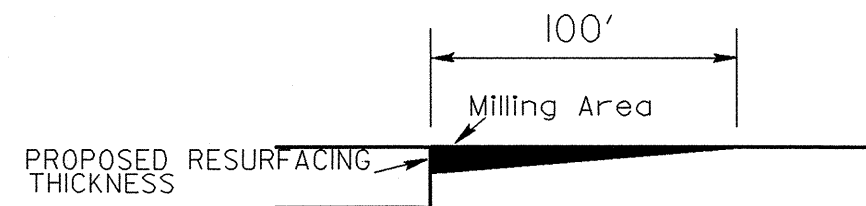
TYPICAL SECTION NO. 4

PROJECT NO.	SHEET NO.	TOTAL SHEETS
I-4908A	5	8

RUNAWAY TRUCK RAMPS

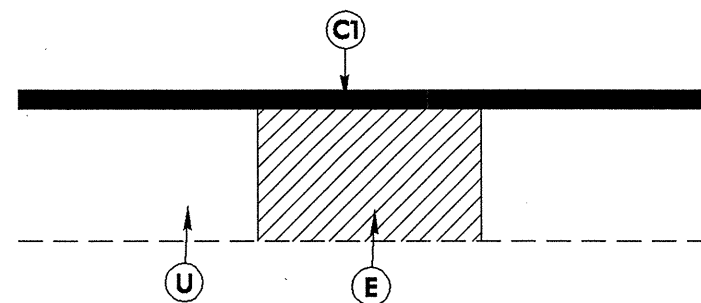


TYPICAL SECTION NO. 5



MILLING DETAIL AT BRIDGE APPROACHES

COST OF MILLING IS INCIDENTAL TO OTHER ITEMS

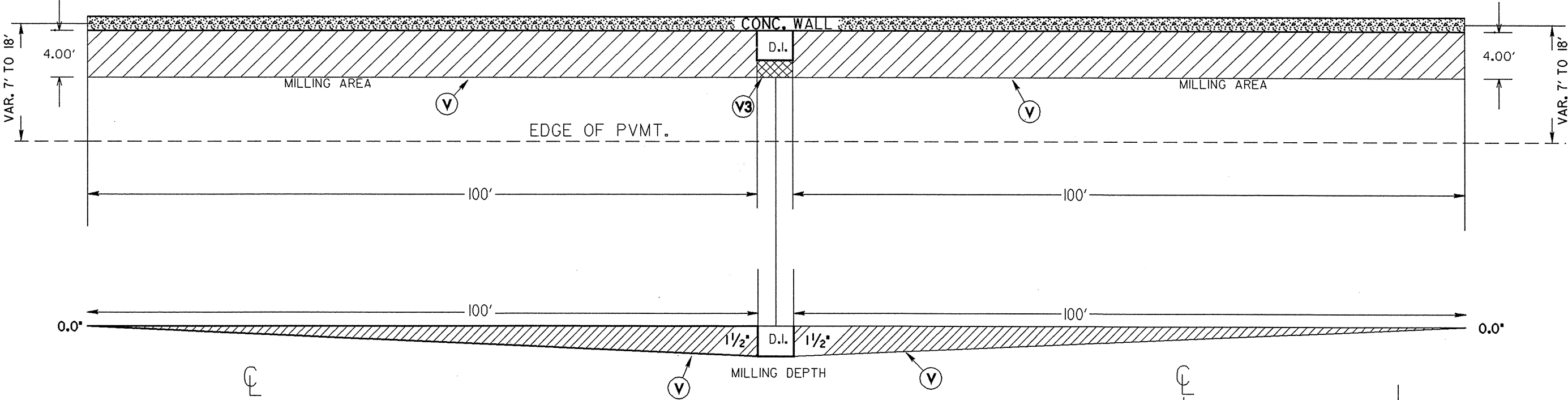


FULL DEPTH PATCHING DETAIL

PROJECT NO.	SHEET NO.	TOTAL SHEETS
I-4908A	6	8

MILLING DETAILS FOR  
EXISTING DRAINAGE STRUCTURES.  
THIS DETAIL TO BE USED WHERE EDGE OF  
PVMT. IS LESS THAN 5' FROM EDGE OF  
DRAINAGE STRUCTURE.

PLAN VIEW



PROFILE VIEW



**McDOWELL COUNTY**

<i>PROJECT NO.</i>	<i>SHEET NO.</i>	<i>TOTAL SHEETS</i>
<i>I-4908A</i>	<i>7</i>	<i>8</i>

<b>PAVEMENT SCHEDULE</b>	
<b>C 1</b>	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
<b>D</b>	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
<b>D 1</b>	PROP. APPROX. 3 " ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
<b>E</b>	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5½" IN DEPTH.
<b>U</b>	EXISTING PAVEMENT
<b>V</b>	MILLING PAVEMENT 0" - 1½" DEPTH
<b>V1</b>	MILLING PAVEMENT 2½" DEPTH
<b>V2</b>	MILLING PAVEMENT 3" DEPTH
<b>V3</b>	MILLING PAVEMENT 1½" DEPTH

**McDOWELL COUNTY**

PROJECT NO.	SHEET NO.	TOTAL NO.
I-4908A	8	8

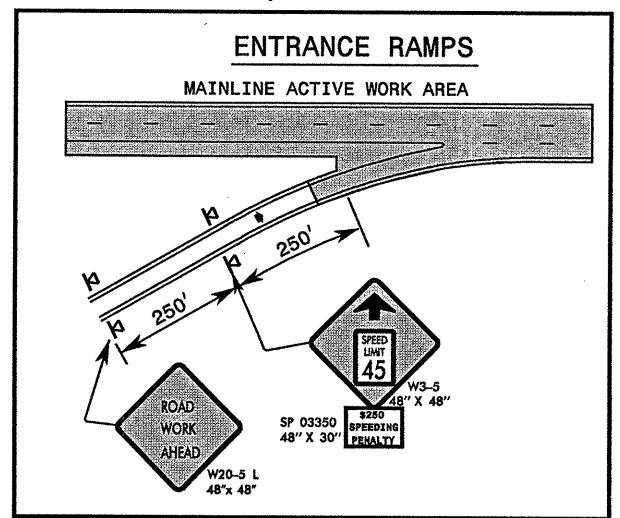
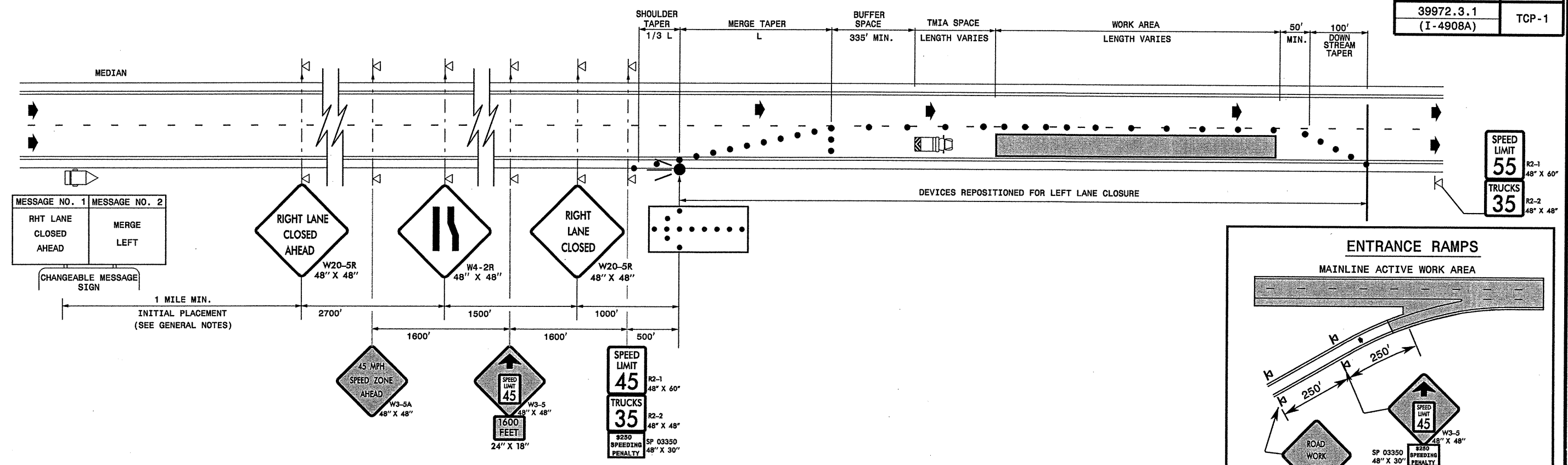
## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	3" MILLING SY	2 1/2" MILLING SY	INTER-MEDIATE COURSE, I19.0D TONS	SURFACE COURSE, S9.5D TON	PG 70-22 PLANT MIX TONS	PG 76-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	MILLED RUMBLE STRIPS LF	MILLING AROUND DROP INLETS EA	MEDIAN BARRIER WALL ADJUSTMENT LF	PORTABLE LIGHTING LS
I-40 EBL 3L	McDowell	1	I-40 EBL	BUNCOMBE/MCDOWELL COUNTY LINE TO END OF TRUCK LANE	1	5.36	50	37,200		6,587	13,540	310	745		56,602	30	400	*
<b>TOTAL FOR PROJ NO. I-40 EBL 3L</b>						<b>5.36</b>		<b>37,200</b>		<b>6,587</b>	<b>13,540</b>	<b>310</b>	<b>745</b>		<b>56,602</b>	<b>30</b>	<b>400</b>	<b>*</b>
I-40 WBL 3L	McDowell	2	I-40 WBL	BEGINNING OF TRUCK LANE TO BUNCOMBE/MCDOWELL COUNTY LINE	1	4.81	50		33,400	4,909	11,881	231	654		50,794	29		*
<b>TOTAL FOR PROJ NO. I-40 WBL 3L</b>						<b>4.81</b>		<b>0</b>	<b>33,400</b>	<b>4,909</b>	<b>11,881</b>	<b>231</b>	<b>654</b>		<b>50,794</b>	<b>29</b>		<b>*</b>
I-40 EBL 2L	McDowell	3	I-40 EBL	END OF TRUCK LANE TO BRIDGE NO. 30	2, 3	0.6	38				1,127		62	600	6,336			*
<b>TOTAL FOR PROJ NO. I-40 EBL 2L</b>						<b>0.6</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,127</b>		<b>62</b>	<b>600</b>	<b>6,336</b>			<b>*</b>
I-40 WBL 2L	McDowell	4	I-40 WBL	BRIDGE NO. 30 TO BEGINNING OF TRUCK LANE	2, 3	1.15	38		4,600	656	2,161	31	119	600	12,144			*
<b>TOTAL FOR PROJ NO. I-40 WBL 2L</b>						<b>1.15</b>		<b>0</b>	<b>4,600</b>	<b>656</b>	<b>2,161</b>	<b>31</b>	<b>119</b>	<b>600</b>	<b>12,144</b>			<b>*</b>
I-40 Truck Pull-Off	McDowell	5	TRUCK PULL-OFF	TRUCK PULL-OFF	4	0.21	53	3,450		595	550	28	31					*
<b>TOTAL FOR PROJ NO. I-40 Truck Pull-Off</b>						<b>0.21</b>		<b>3,450</b>	<b>0</b>	<b>595</b>	<b>550</b>	<b>28</b>	<b>31</b>					<b>*</b>
I-40 Runaway Truck Ramps	McDowell	6	I-40 EBL RAMPS	RUNAWAY TRUCK RAMPS	5	0.2	30				324		18					*
<b>TOTAL FOR PROJ NO. I-40 Runaway Truck Ramps</b>						<b>0.2</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>324</b>		<b>18</b>					<b>*</b>
<b>GRAND TOTAL</b>						<b>12.33</b>		<b>40,650</b>	<b>38,000</b>	<b>12,747</b>	<b>29,583</b>	<b>600</b>	<b>1,629</b>	<b>1,200</b>	<b>125,876</b>	<b>59</b>	<b>400</b>	<b>LS</b>

## THERMOPLASTIC AND PAINT QUANTITIES

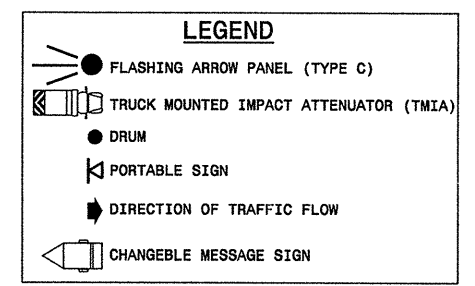
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	440000000-E	440500000-E	441500000-E	442000000-N	443000000-E	448000000-N	468800000-E		469000000-E	470000000-E	481000000-E		481500000-E		482500000-E	
					STATIONARY WORK ZONE SIGN	PORTABLE WORK ZONE SIGN	FLASHING ARROW PANELS, TYPE C	CHANGEABLE MESSAGE SIGN	DRUMS	TRUCK MTD. IMPACT ATTENUATOR (60 MPH)	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	6" X 120 M WHITE THERMO	12" X 90 M WHITE THERMO	4" WHITE PAINT	4" YELLOW PAINT	6" WHITE PAINT	6" YELLOW PAINT	12" WHITE PAINT	
NO		NO			SF	SF	EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	
I-40 EBL 3L	McDowell	1	I-40 EBL	BUNCOMBE/MCDOWELL COUNTY LINE TO END OF TRUCK LANE	136	272	4	4	800	2	28,301	28,301	14,150	400			84,902	56,602	800	
<b>TOTAL FOR PROJ NO. I-40 EBL 3L</b>					<b>136</b>	<b>272</b>	<b>4</b>	<b>4</b>	<b>800</b>	<b>2</b>	<b>28,301</b>	<b>28,301</b>	<b>14,150</b>	<b>400</b>			<b>84,902</b>	<b>56,602</b>	<b>800</b>	
											<b>56,602</b>						<b>141,504</b>			
I-40 WBL 3L	McDowell	2	I-40 WBL	BEGINNING OF TRUCK LANE TO BUNCOMBE/MCDOWELL COUNTY LINE							25,397	25,397	12,698	400						
<b>TOTAL FOR PROJ NO. I-40 WBL 3L</b>											<b>25,397</b>	<b>25,397</b>	<b>12,698</b>	<b>400</b>						
											<b>50,794</b>									
I-40 EBL 2L	McDowell	3	I-40 EBL	END OF TRUCK LANE TO BRIDGE NO. 30							3,168	3,168	792	800			7,920	6,336	1,600	
<b>TOTAL FOR PROJ NO. I-40 EBL 2L</b>											<b>3,168</b>	<b>3,168</b>	<b>792</b>	<b>800</b>			<b>7,920</b>	<b>6,336</b>	<b>1,600</b>	
											<b>6,336</b>						<b>14,256</b>			
I-40 WBL 2L	McDowell	4	I-40 WBL	BRIDGE NO. 30 TO BEGINNING OF TRUCK LANE							6,072	6,072	1,518	800						
<b>TOTAL FOR PROJ NO. I-40 WBL 2L</b>											<b>6,072</b>	<b>6,072</b>	<b>1,518</b>	<b>800</b>						
											<b>12,144</b>									
I-40 Truck Pull-Off	McDowell	5	TRUCK PULL-OFF	TRUCK PULL-OFF										800	2,200	1,400			1,600	
<b>TOTAL FOR PROJ NO. I-40 Truck Pull-Off</b>														<b>800</b>	<b>2,200</b>	<b>1,400</b>			<b>1,600</b>	
															<b>3,600</b>					
I-40 Runaway Truck Ramps	McDowell	6	I-40 EBL RAMPS	RUNAWAY TRUCK RAMPS																
<b>TOTAL FOR PROJ NO. I-40 Runaway Truck Ramps</b>																				
<b>GRAND TOTAL</b>					<b>136</b>	<b>272</b>	<b>4</b>	<b>4</b>	<b>800</b>	<b>2</b>	<b>62,938</b>	<b>62,938</b>	<b>29,158</b>	<b>3,200</b>	<b>2,200</b>	<b>1,400</b>	<b>92,822</b>	<b>62,938</b>	<b>4,000</b>	
											<b>125,876</b>				<b>3,600</b>		<b>155,760</b>			






**GENERAL NOTES**

- WEAVE LANE CLOSURES ARE TO BE USED ONLY ON DIVIDED, CONTROLLED ACCESS ROADWAYS, WITH POSTED SPEED LIMITS OF 55 MPH, OR GREATER.
- FLASHING ARROW PANELS SHALL BE PLACED ON THE SHOULDER (PAVED OR UNPAVED). THE LOCATION OF THE ARROW PANEL SHALL MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE. LANE CLOSURES SHALL BE EXTENDED IF NEEDED, WITHIN THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE TO THE BEGINNING OF THE LANE CLOSURE OR FLASHING ARROW PANEL IS MET. SEE ROADWAY STANDARD DRAWING (RSD) 1101.11 SHEET 2 FOR STOPPING SIGHT DISTANCE & BUFFER SPACE TABLES.
- THE MAXIMUM SPACING OF DRUMS IN TAPERS SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE BUFFER SPACE, AND WORK AREA, SHALL BE EQUAL IN FEET TO (2) TIMES THE POSTED SPEED LIMIT.
- SEE RSD 1101.11-SHEETS 1 & 4, FOR VALUES OF "L", AND SIGN SPACING DISTANCES.
- SEE RSD 1101.02-SHEETS 6 & 7 FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.
- LANE CLOSURES SHALL BE INSTALLED WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. LANE CLOSURES SHALL BE REMOVED AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- USE THIS SHEET IN CONJUNCTION WITH RSD 1101.02-SHEET 5 OF 9 FOR RIGHT OR LEFT TWO LANE CLOSURES.
- TRUCK MOUNTED IMPACT ATTENUATOR SHALL BE USED TO PROTECT THE WORK AREA. TMIA'S SHALL BE PLACED IN ADVANCE OF THE WORK AREA AT DISTANCES SPECIFIED BY THEIR MANUFACTURER.
- SKINNY DRUMS MAY BE USED IN LIEU OF DRUMS EXCEPT IN TAPERS.
- CHANGEABLE MESSAGE SIGN SHALL BE PLACED EITHER IN THE MEDIAN, OR ON THE OUTSIDE OF THE TRAVELWAY, AS DIRECTED BY THE ENGINEER. THE SIGN SHOULD INITIALLY BE LOCATED APPROXIMATELY 2 MILES IN ADVANCE OF THE MERGE TAPER. IF IT IS ANTICIPATED THAT TRAFFIC WILL BACK UP TO WHERE THE SIGN IS LOCATED, THE SIGN SHOULD THEN INITIALLY BE PLACED APPROXIMATELY 1 MILE PRIOR TO ANTICIPATED BACKUPS. BACKUPS SHOULD BE MONITORED SUCH THAT FOR FUTURE LANE CLOSURES, THE SIGN IS PLACED APPROXIMATELY 1 MILE PRIOR TO WHERE TRAFFIC IS ANTICIPATED TO BACK UP.
- CHANGEABLE MESSAGE SIGN MESSAGES OTHER THAN THE ONES SHOWN MAY BE PORTRAYED AS DEEMED NECESSARY BY THE ENGINEER. NO MORE THAN 2 MESSAGE DISPLAYS SHOULD BE USED WITH ANY CYCLE.
- THIS DRAWING IS INTENDED TO SHOW THE LOCATIONS AND SIGNING REQUIRED FOR A "TEMPORARY SPEED LIMIT" REDUCTION ON A FREEWAY WHICH IS TO BE REDUCED FROM 70 MPH TO 55 MPH. REFER TO THE ROADWAY STANDARD DRAWING (RSD) 1101.02 SHEET 3 OF 9 FOR ADDITIONAL LANE CLOSURE REQUIREMENTS AND GENERAL NOTES.
- EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "TEMPORARY SPEED LIMIT" REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
- IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 2 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL SIGNS ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEED PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMPS LOCATED WITHIN THE ACTIVE WORK AREA.
- THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "TEMPORARY SPEED LIMIT" REDUCTION.
- THE "TEMPORARY SPEED LIMIT" REDUCTIONS ARE ONLY IN EFFECT WHEN WORKERS ARE PRESENT OR A GREATER THAN 1.5 INCH DROP-OFF BETWEEN OPEN LANES OF TRAFFIC EXISTS. THE SPEED LIMIT AND SPEED PENALTY SIGNS ARE TO BE REMOVED WHEN NEITHER CONDITIONS EXIST. OTHER PERTINENT SIGNS MAY BE DISPLAYED AT THE DIRECTION OF THE ENGINEER IN COORDINATION WITH THE WORK ZONE TRAFFIC CONTROL UNIT (919-250-4159). AT THE COMPLETION OF THE PROJECT, THE ENGINEER SHALL NOTIFY THE REGIONAL TRAFFIC ENGINEER TO RESCIND THE ORDINANCE.
- WHEN "TEMPORARY SPEED LIMIT" REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE "TEMPORARY SPEED LIMIT" REDUCTION.



APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL: 

**LANE CLOSURE FOR DIVIDED ROADWAYS WITH TEMPORARY SPEED LIMIT REDUCTION**

SCALE: NONE  
DATE: 06-28-07  
DWG. BY: PS  
DESIGN BY: CL  
REVIEWED BY: JI

REVISIONS:

NO.	DESCRIPTION

CADD FILE

12-JUL-2007 09:21 \\001\DF-SR001\GROUPS-WZTCC\design\poup\resurfacing\resurfacing2006\div\399723\mcdowell\_1-4908a\_140\_no399723\mcdowell\_1-4908a\_140\_jl\noi-4908atc\_tcp-1.sprdim45\_jl.dgn pseymore AT WZTCC206421