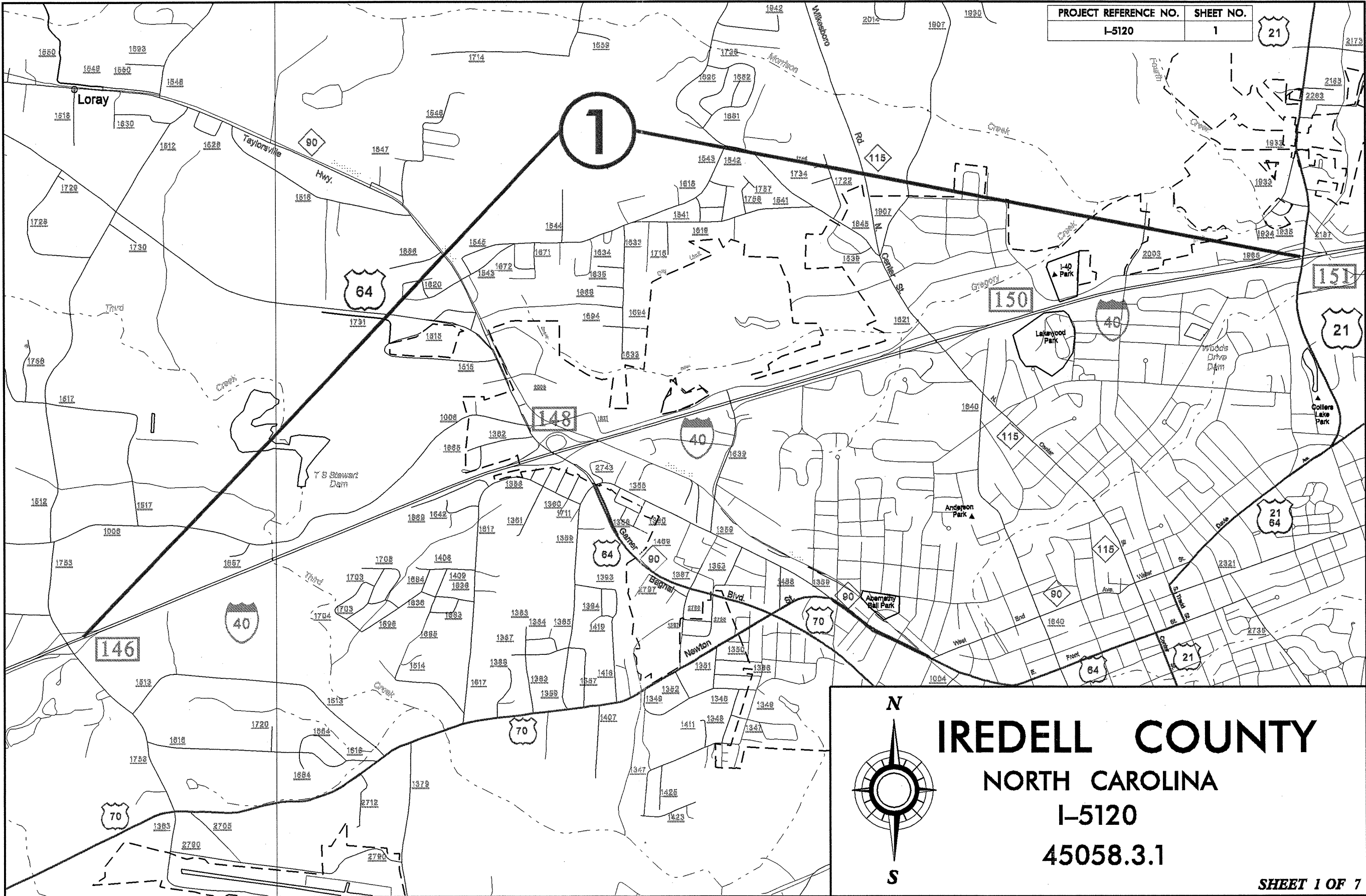
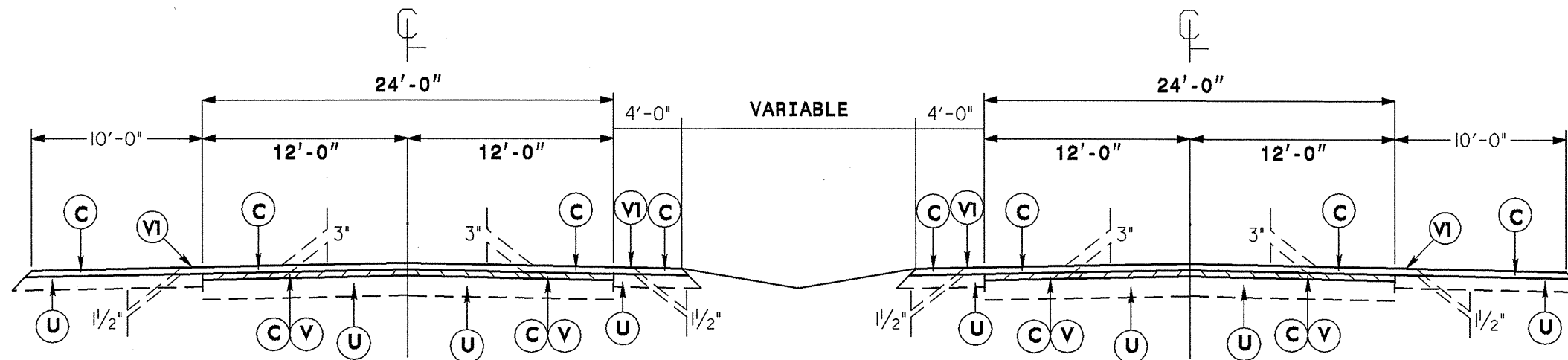


PROJECT REFERENCE NO.	SHEET NO.
I-5120	1

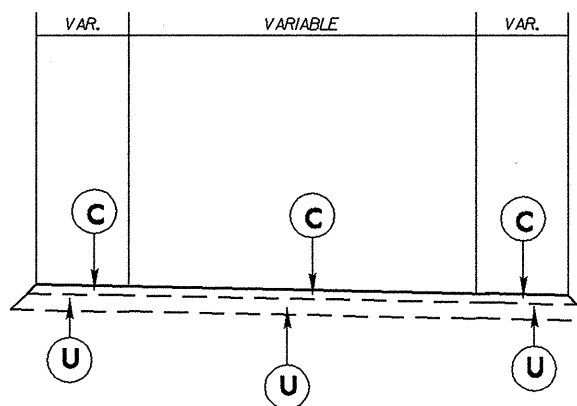


IREDELL COUNTY
NORTH CAROLINA
I-5120
45058.3.1



TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1 AS FOLLOWS
 FROM END OF CONCRETE PAVEMENT NEAR (EXIT 146)
 TO END OF EXISTING ASPHALT PAVEMENT NEAR EXIT 151



TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2 ON: RAMPS AND LOOPS
 IN CONJUNCTION WITH TYPICAL NO. 1

PAVEMENT SCHEDULE

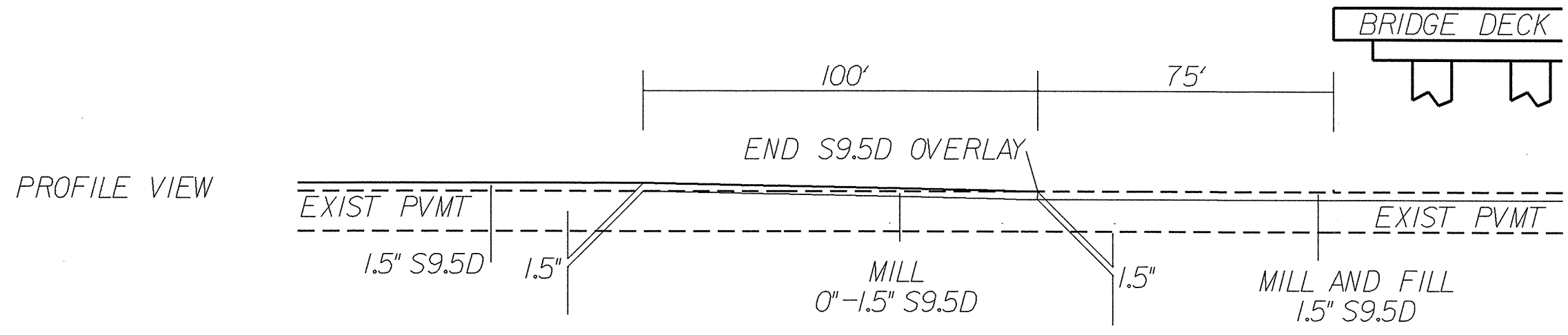
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V	MILLING ASPHALT PAVEMENT 1.5" DEPTH
V1	MILLED RUMBLE STRIPS

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

5/14/99

*****SYTIME*****
 *****DCN*****

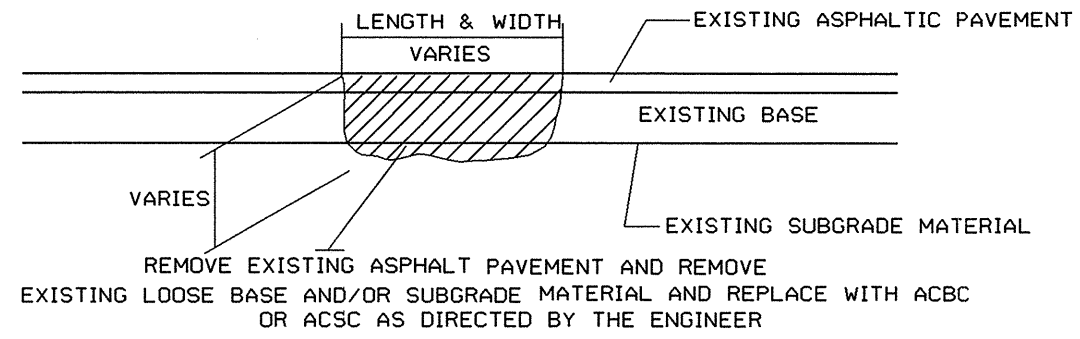
5/14/99



Bridge Approach And Departure Detail B

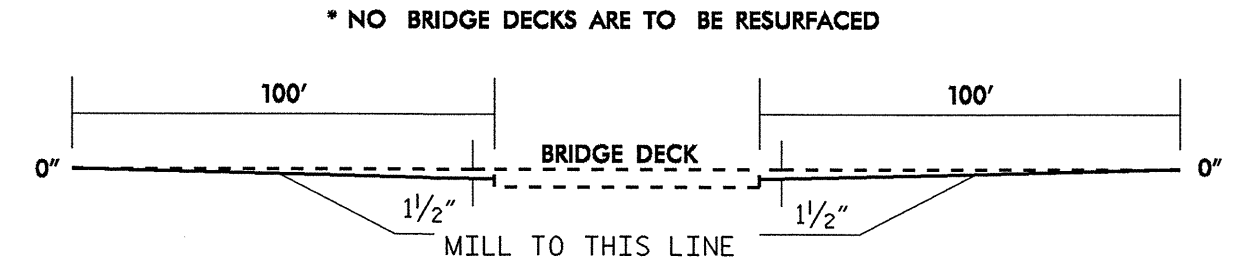
USE DETAIL AT THE FOLLOWING LOCATIONS

- BRIDGE # R112 (ALEXANDER RAILROAD)
- BRIDGE # 118 SR 1639 (MEACHAM RD.)
- BRIDGE # H134 (RADIO RD.)



PATCHING EXISTING PAVEMENT

USE WITH TYPICAL NO. 2 WHERE SHOULDER PATCHING MAY BE NECESSARY



* NO BRIDGE DECKS ARE TO BE RESURFACED

BRIDGE PROFILE

USE DETAIL FOR INCIDENTAL MILLING AT ALL BRIDGE APPROACHES AND DEPARTURES AND TO TIE INTO BEGINNING AND ENDING OF PROJECT

SECTION

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5120	3	7

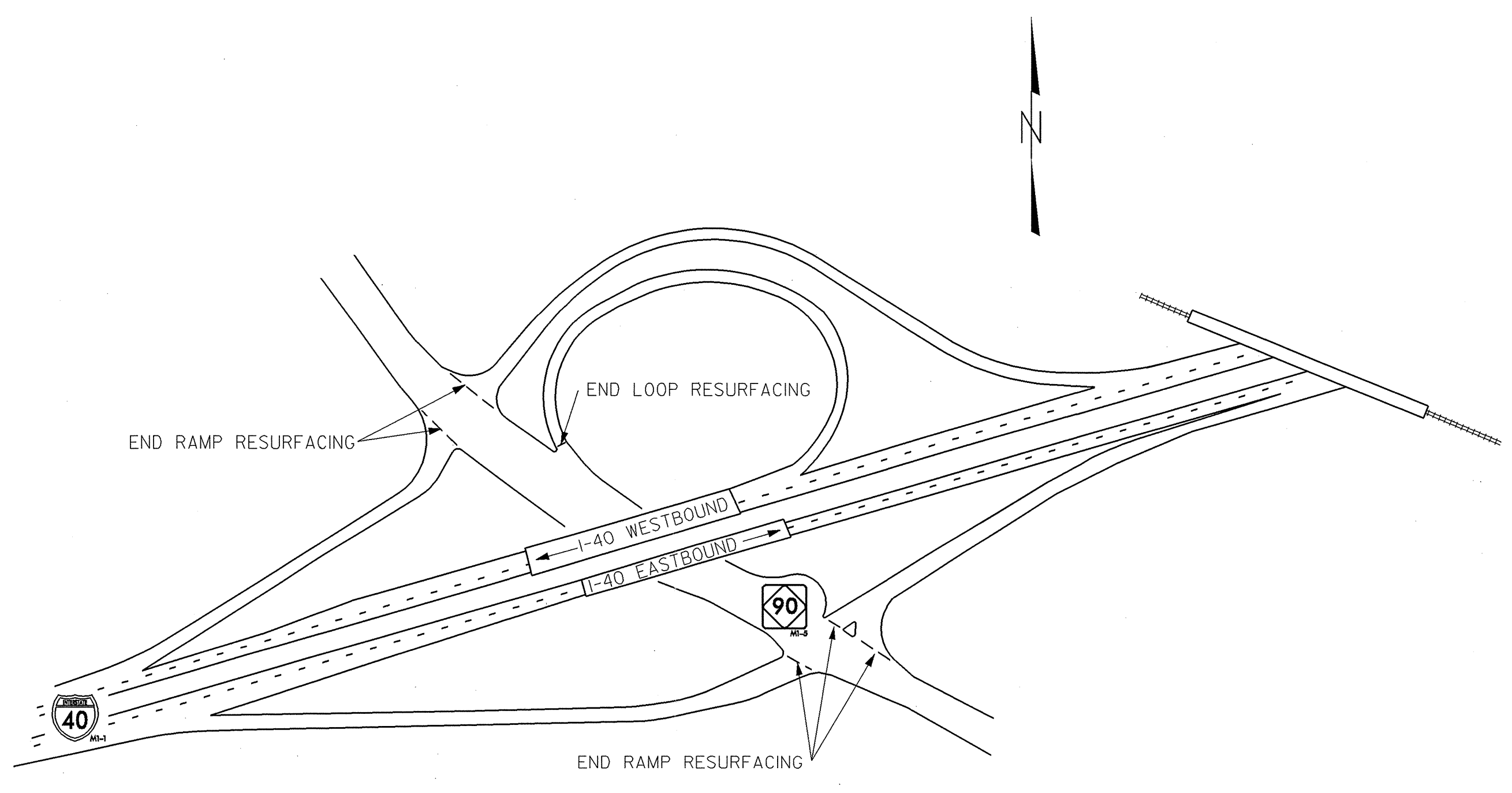
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LENGTH	WIDTH	1 1/2" MILLING	MILLED RUMBLE STRIPS LF	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5D TONS	PG 76-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	PORTABLE LIGHTING LS
I-5120	Iredell	1	I-40	MM 146 TO MM 151	1	5.6	24	157696	118272	12800	37,940	2,090	3,000	1.00
TOTAL FOR PROJ NO. I-5120						5.6		157696	118272	12800	37,940	2,090	3,000	1.00
GRAND TOTAL						5.6		157696	118272	12800	37,940	2,090	3,000	1.00

THERMOPLASTIC AND PAINT QUANTITIES

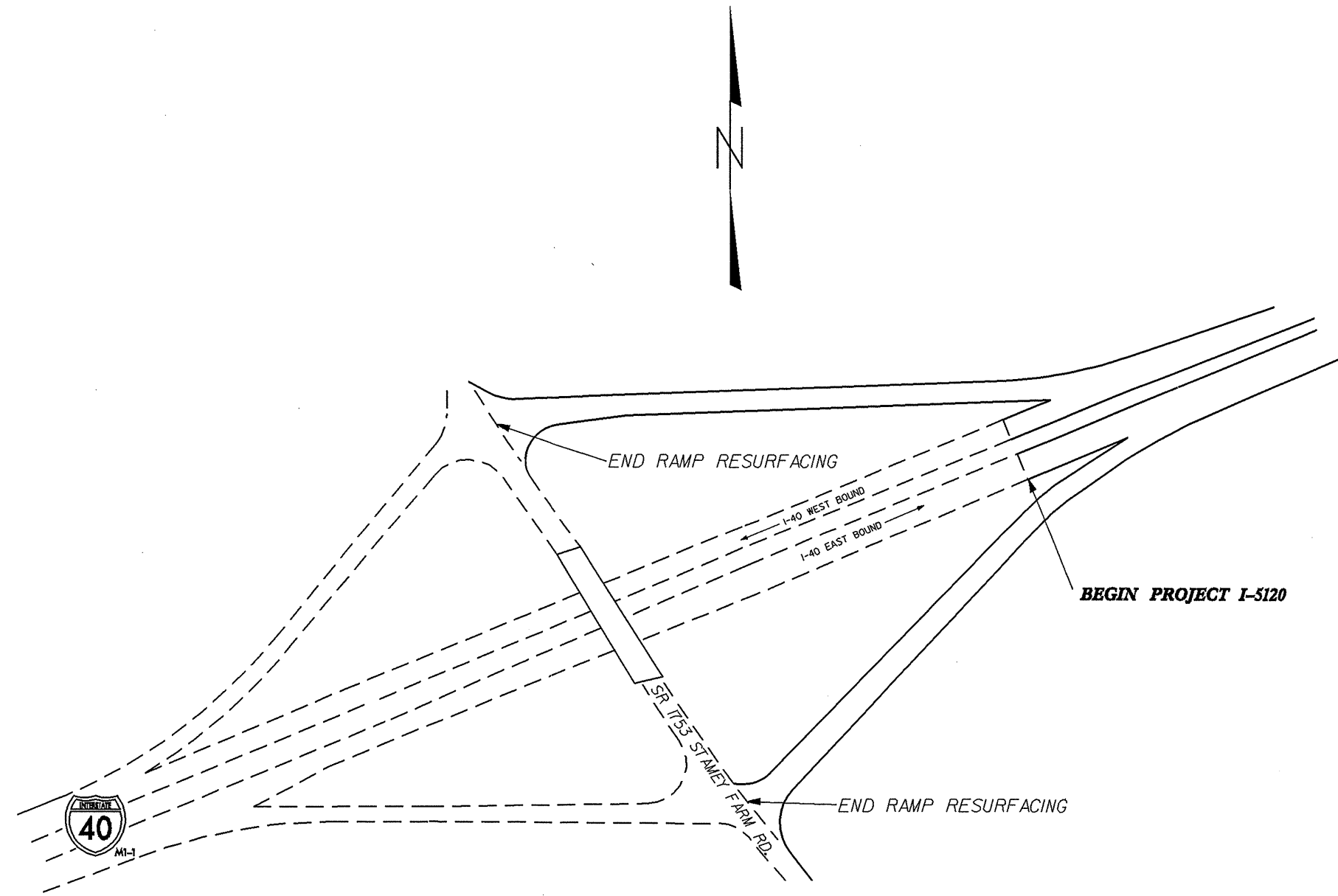
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4415000000-N	4420000000-N	4430000000-N	4480000000-N	4847100000-E	4847120000-E	4710000000-E	4725000000-E			4810000000-E		4820000000-E	4835000000-E	4845000000-N			4855000000-E	4865000000-E	4870000000-E	4875000000-N	4905000000-N
					FLASHING ARROW PANELS, TYPE C EA	CHANGEABLE MESSAGE SIGNS EA	DRUMS EA	TMIA EA	6" POLYUREA PAVEMENT (HIGHLY REFLECTIVE ELEMENTS) LF	12" POLYUREA PAVEMENT (HIGHLY REFLECTIVE ELEMENTS) LF	24" X 120 M WHITE THERMO LF	THERMO RT ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	RAMP ARROWS 90 M	4" WHITE PAINT LF	4" YELLOW PAINT LF	6" WHITE PAINT LF	24" WHITE PAINT LF	PAINT STR & LT ARROW EA	PAINT RT ARROW EA	6" LINE REMOVAL LF	12" LINE REMOVAL LF	24" LINE REMOVAL LF	REMOVAL OF PVMT MARKING SYMB EA	SNOW PLOWABLE MARKERS EA	
I-5120	Iredell	1	I-40	MM 146 TO MM 151	2	2	600	1	152,000	5,550	200	5	5	5	167,000	135,000	26,000	400	5	5	18,000	5,550	200	10	1,470	
TOTAL FOR PROJ NO. I-5120					2	2	600	1	152,000	5,550	200	5	5	5	167,000	135,000	26,000	400	5	5	18,000	5,550	200	10	1,470	
GRAND TOTAL					2	2	600	1	152,000	5,550	200	5	5	5	167,000	135,000	26,000	400	5	5	18,000	5,550	200	10	1,470	

5/14/99



RAMPS AND LOOP I-40 /NC 90

DATE PLOTTED: 5/14/99
TIME PLOTTED: 11:00 AM
PLOTTER: HP-GL/2
SCALE: 1"=100'
SHEET NO.: 5 of 7
PROJECT NO.: I-5120

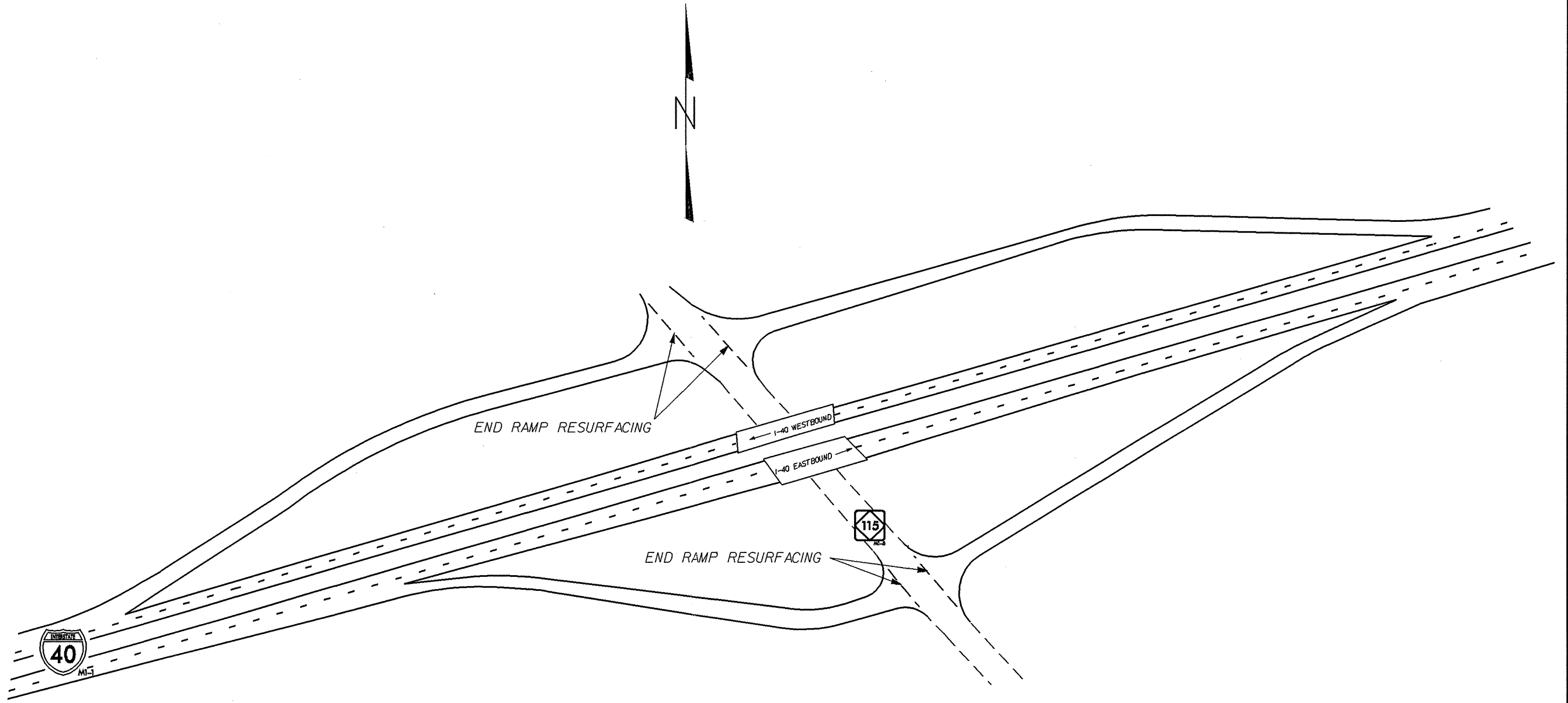


RAMPS AT I-40 /SR 1753 STAMEY FARM RD.

 SYSTEMS
 DESIGN
 GROUP

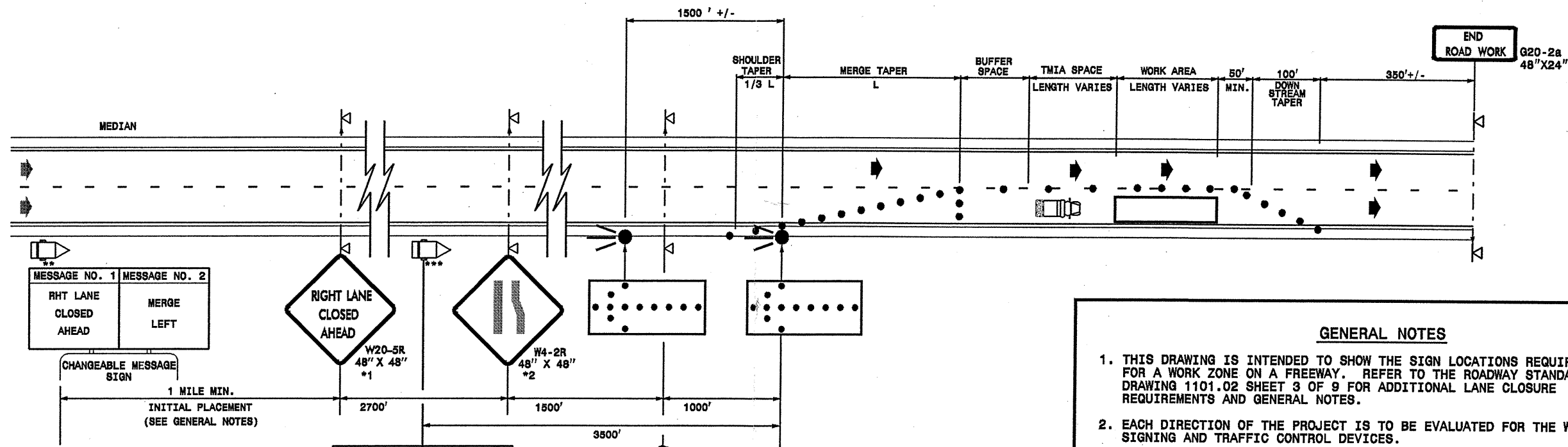
5/14/99

5/14/99



RAMPS AT I-40 /NC 115

DATE: 5/14/99
DRAWN BY: [unreadable]
CHECKED BY: [unreadable]
SCALE: [unreadable]
PROJECT: I-5120
SHEET: 7 OF 7



MESSAGE NO. 1	MESSAGE NO. 2
RHT LANE CLOSED AHEAD	MERGE LEFT

CHANGEABLE MESSAGE SIGN

1 MILE MIN.
INITIAL PLACEMENT
(SEE GENERAL NOTES)

MESSAGE NO. 1	MESSAGE NO. 2
UNEVEN LANES	NEXT XX MILES

**OPTIONAL CHANGEABLE MESSAGE

TO BE USED WHEN UNEVEN LANES EXIST BETWEEN OPEN LANES OF TRAFFIC. 'XX' WILL BE DETERMINED BY THE ENGINEER.

MESSAGE NO. 1	MESSAGE NO. 2
ROAD PAVING AHEAD	WORKERS IN ROADWAY

CHANGEABLE MESSAGE SIGN

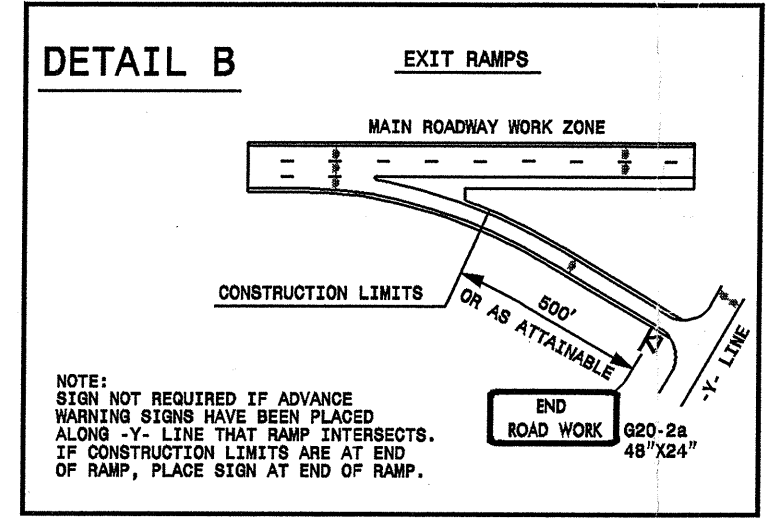
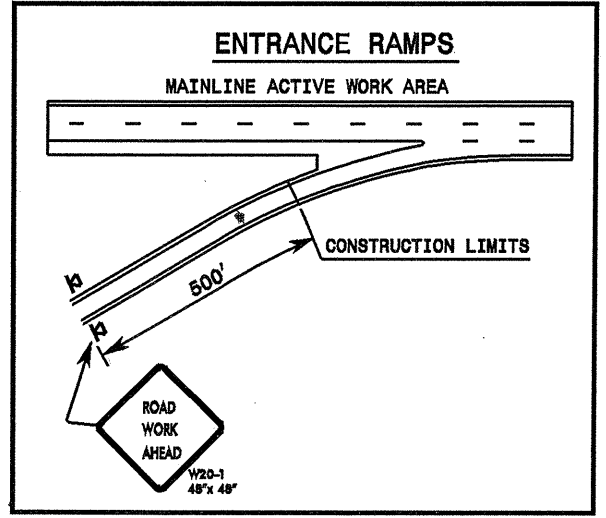
***OPTIONAL CHANGEABLE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
UNEVEN LANES	REDUCE LANE CHANGES

***OPTIONAL CHANGEABLE MESSAGE

TO BE USED WHEN UNEVEN LANES EXIST BETWEEN OPEN LANES OF TRAFFIC.

- ### GENERAL NOTES
1. THIS DRAWING IS INTENDED TO SHOW THE SIGN LOCATIONS REQUIRED FOR A WORK ZONE ON A FREEWAY. REFER TO THE ROADWAY STANDARD DRAWING 1101.02 SHEET 3 OF 9 FOR ADDITIONAL LANE CLOSURE REQUIREMENTS AND GENERAL NOTES.
 2. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE WORK ZONE SIGNING AND TRAFFIC CONTROL DEVICES.
 3. IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL SIGNS ARE NEEDED TO SUPPLEMENT THE INITIAL ONES.
 4. THE CHANGEABLE MESSAGES ARE IN USE WHEN A LANE CLOSURE IS IN EFFECT. OPTIONAL MESSAGES MAY BE USED WHEN UNEVEN LANES EXIST BETWEEN OPEN LANES OF TRAFFIC. THE CHANGEABLE MESSAGE SIGNS ARE TO BE REMOVED WHEN NEITHER OF THESE CONDITIONS EXIST.
 5. WHEN OPTIONAL CHANGEABLE MESSAGE SIGNS ARE IN EFFECT, THE PORTABLE LANE CLOSURE SIGNS (*1, *2, & *3) WILL BE REMOVED AND THE "UNEVEN LANES" SIGNS WILL BE PLACED ACCORDINGLY.
 6. DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
 7. ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.
 8. SINGLE MOUNTED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.
 9. CONTACT THE TRAFFIC MANAGEMENT UNIT AT 919-250-4159 FOR ADDITIONAL TRAFFIC CONTROL GUIDANCE.



LEGEND

- FLASHING ARROW PANEL (TYPE C)
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW
- CHANGEABLE MESSAGE SIGN

APPROVED: _____	DATE: _____	"INTERSTATE WORK ZONE" WITH PORTABLE SIGNS		
SEAL	SCALE: NONE			
	DATE: 08-08			REVISIONS
	DWG. BY: PS			02-09
	DESIGN BY: SK			04-09
REVIEWED BY: SK				

I:\APR-2009 10:58
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