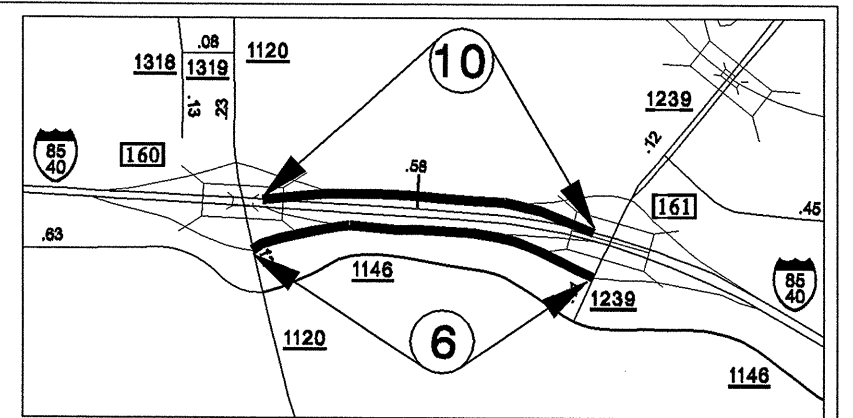
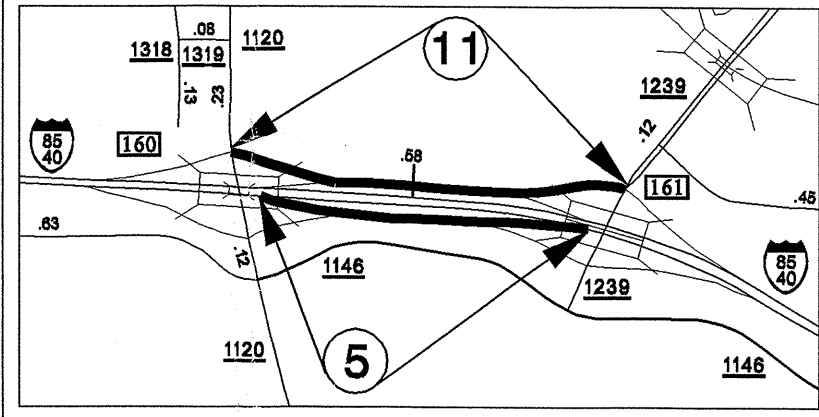
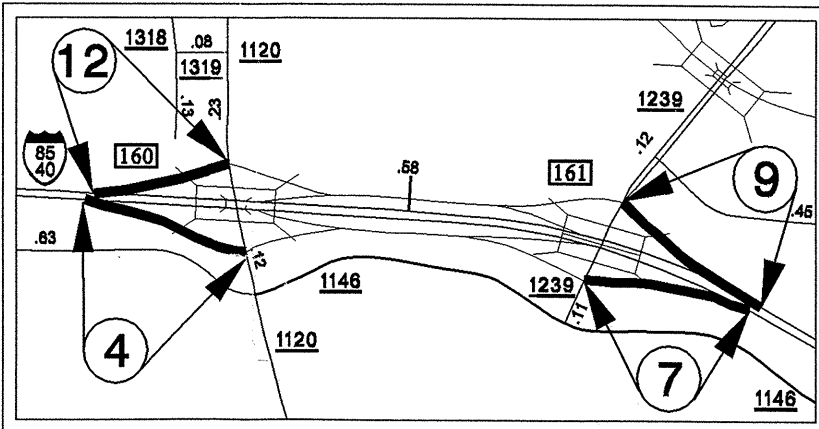
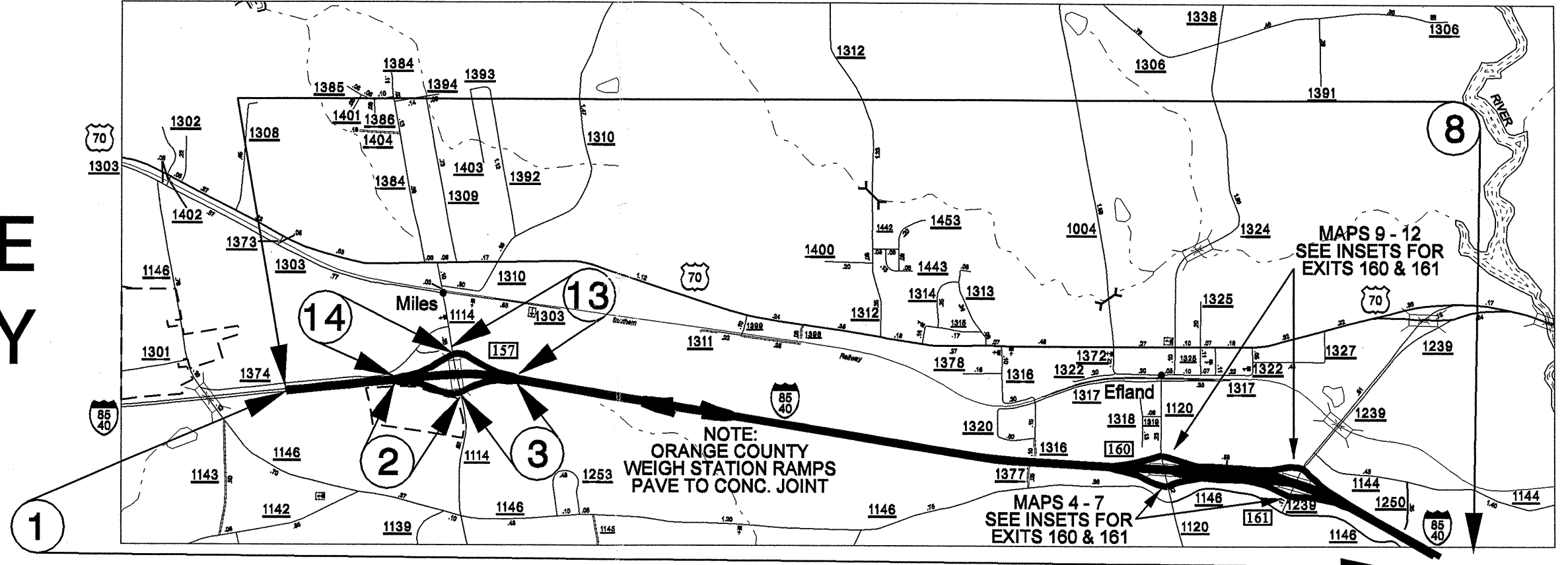


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	45325.3.1 (I-5142)	1	5
F. A. PROJ. NO. IMS-40-4(145)157			



**INSETS FOR EXITS
160 & 161**

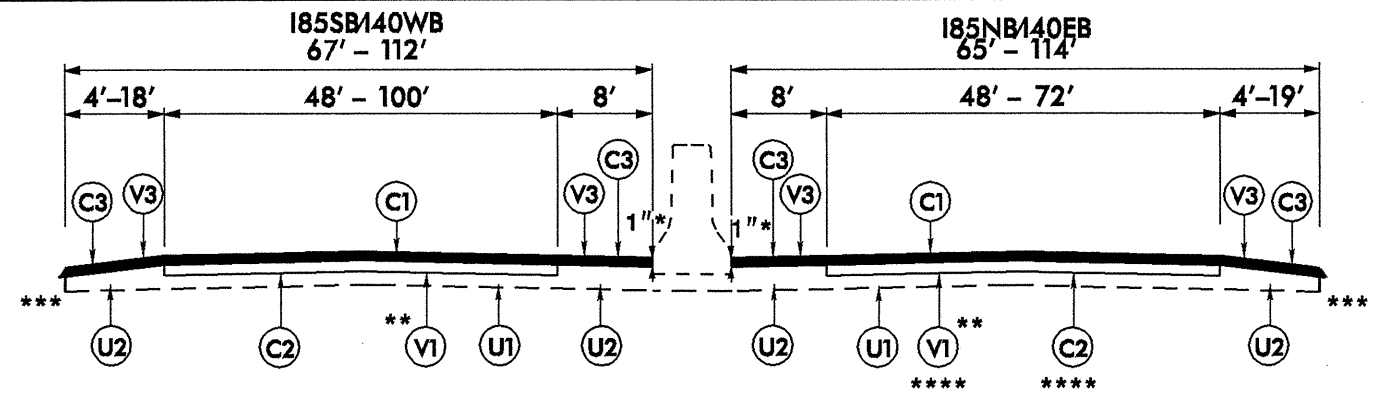
EFLAND AND VICINITY



**ORANGE
COUNTY**

11-JAN-2010 12:10
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ALP 3/27/10

6/10/99



TYPICAL SECTION NO. 1
TO BE USED ON MAPS 1 AND 8

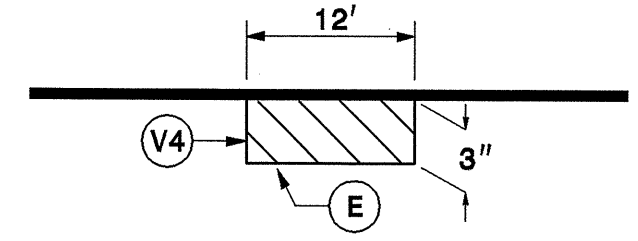
- * TAPER PAVED SHOULDER TO 1" DEPTH AT MEDIAN BARRIER WALL AND AT EARTH SHOULDER.
- ** V1 - MILL TRAVEL LANES ONLY, DO NOT MILL SHOULDERS
- *** CONCRETE EXPRESSWAY GUTTER OR SHOULDER BERM GUTTER AT VARIOUS LOCATIONS.
- **** V1 & C2- WILL NOT APPLY FROM STA. 41+40 TO STA. 46+40 ON I85NB/I40EB

NOTE:
STA 0+00 NB/EB - STARTS AT PAVEMENT JOINT APPROX. 0.634 MILES SOUTH OF SR 1114 (BUCKHORN ROAD)

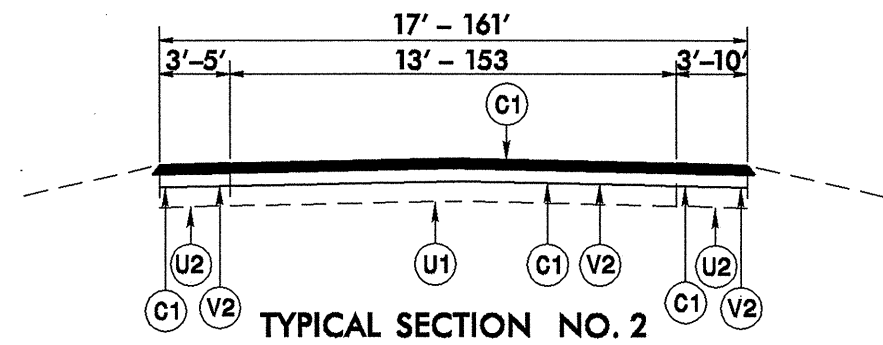
STA 0+00 SB/WB - STARTS AT PAVEMENT JOINT WEST OF THE I40/I85 SPLIT

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	45325.3.1 (I-5142)	2	5
F.A. PROJ. NO. IMS-040-4(145)157			

MILLING DETAIL 1

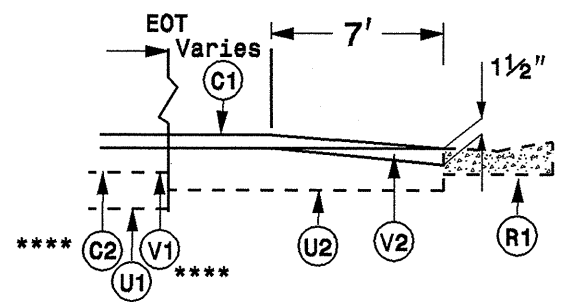


MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH AT LOCATIONS AS DIRECTED BY THE ENGINEER.
NOTE: THIS ITEM IS CONTIGENT FOR PROJECT



TYPICAL SECTION NO. 2
TO BE USED ON MAPS 2-7, 9-14

MILLING TYPICAL SECTION 1



TO BE USED IN CONJUNCTION WITH TS # 1

- MAP 1
- STA. 62+02 - STA. 68+09
 - STA. 76+95 - STA. 81+98
 - STA. 118+42 - STA. 122+75
 - STA. 195+54 - STA. 198+68
 - STA. 236+86 - STA. 241+95
 - STA. 243+36 - STA. 248+31
 - STA. 266+26 - STA. 270+33
 - STA. 288+71 - STA. 296+76
 - STA. 312+92 - STA. 320+83

TO BE USED IN CONJUNCTION WITH TS # 1

- MAP 8
- STA. 0+00 - STA. 2+05
 - STA. 16+88 - STA. 28+49
 - STA. 45+75 - STA. 48+76
 - STA. 120+36 - STA. 122+91
 - STA. 143+80 - STA. 146+81
 - STA. 195+00 - STA. 198+89
 - STA. 236+00 - STA. 241+57

**** V1 & C2- WILL NOT APPLY FROM STA. 41+40 TO STA. 46+40 ON I85NB/I40EB

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/2" ASPHALT CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C3	PROP. APPROX. 1 1/2" ASPHALT CONC. SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	PROP. APPROX. 3" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
R1	EXISTING CONCRETE EXPRESSWAY GUTTER OR SHLDR. BERM GUTTER
U1	EXISTING TRAVELWAY.
U2	EXISTING PAVED SHOULDER.

MILLING SCHEDULE

V1	MILLING BITUMINOUS PAVEMENT, 2" DEPTH.
V2	MILLING BITUMINOUS PAVEMENT, 1 1/2" DEPTH.
V3	MILLED RUMBLE STRIP. use in conjunction with Standard Drawing # 665.01
V4	MILLING BITUMINOUS PAVEMENT, 3" DEPTH.

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 \$\$\$USERNAME\$\$\$

PROJECT NO. 45325.3.1 (I-5142) IMS-40-4(145)157	SHEET NO. 3	TOTAL NO. 5
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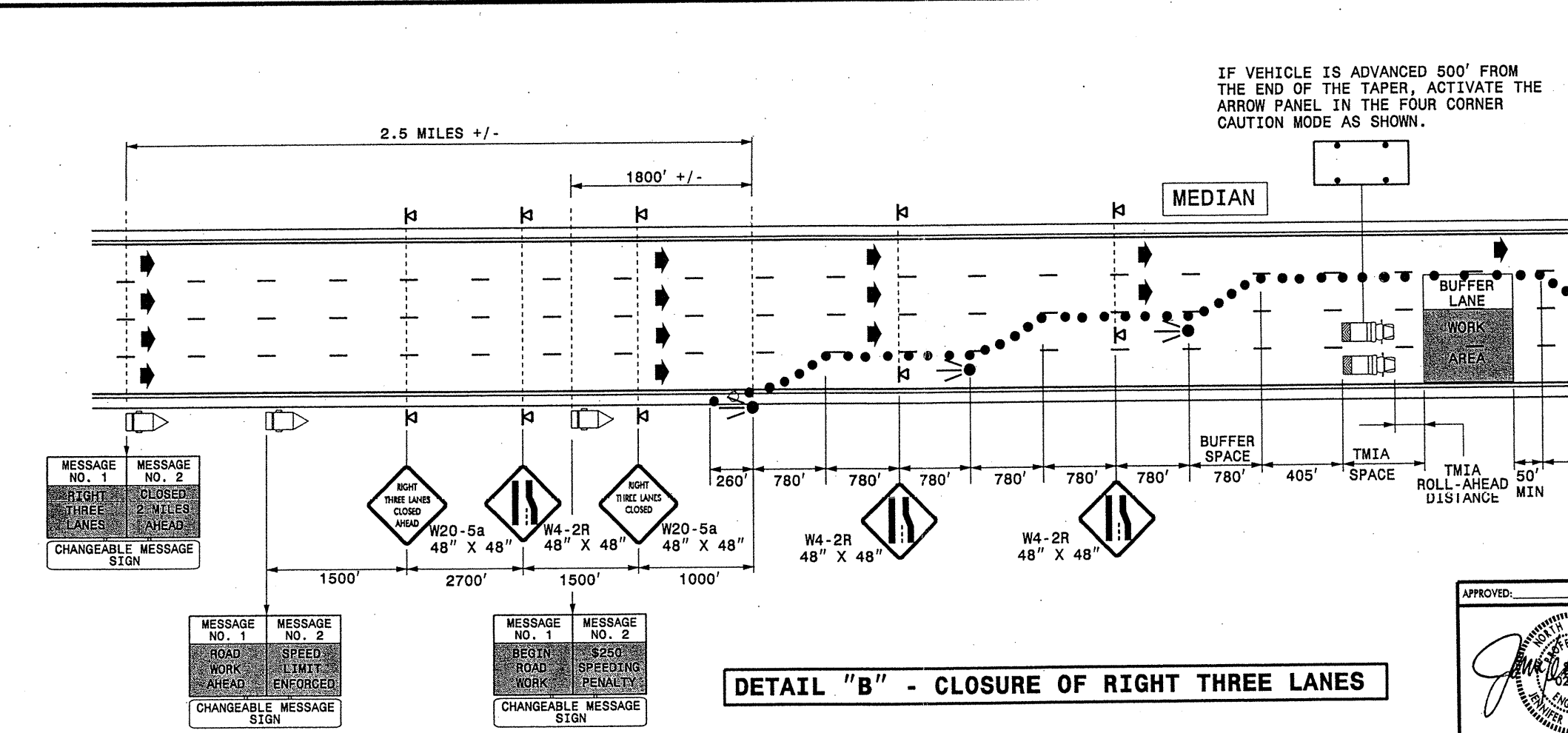
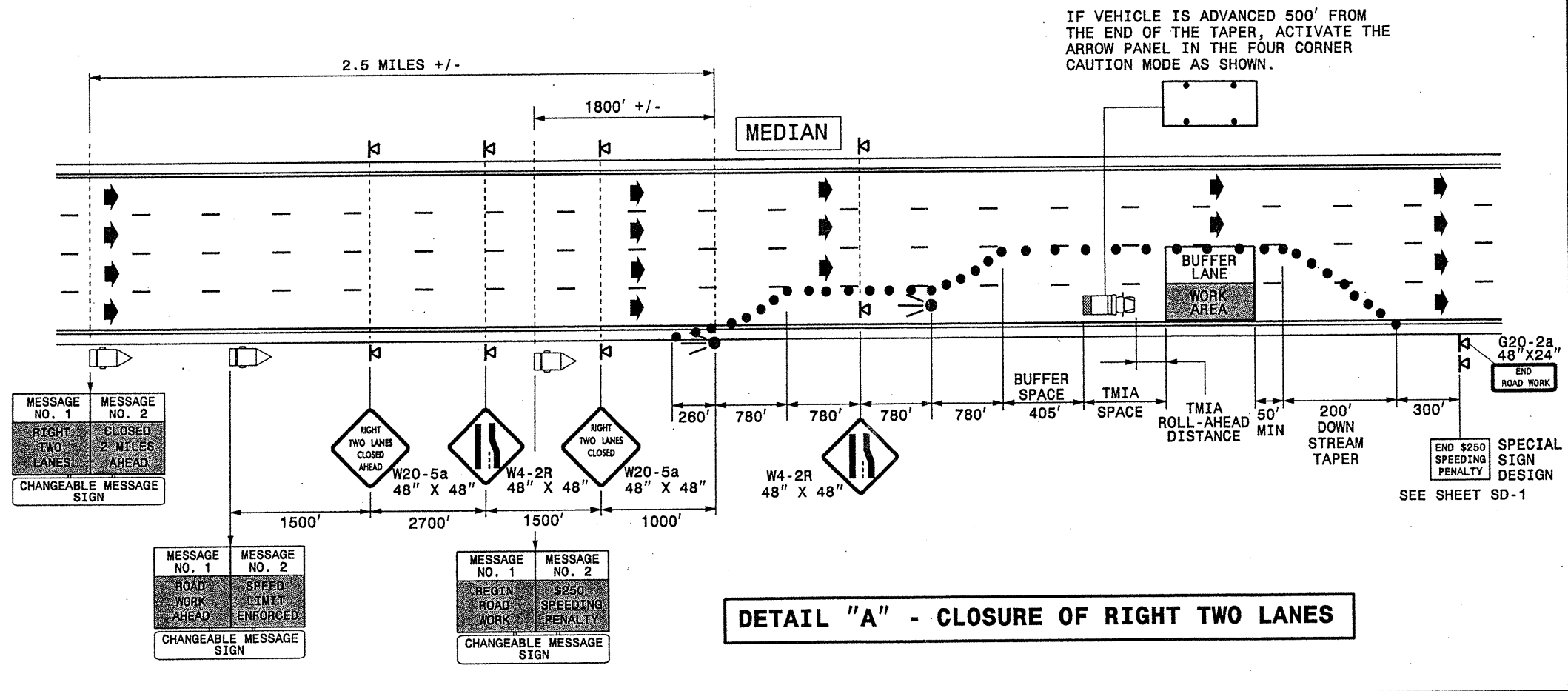
SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP NO.	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	INCIDENTAL STONE BASE TONS	MILLING ASPHALT PAVEMENT, 2" DEPTH SY	3" MILLING SY	1 1/2" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, I19.0D TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5D TON	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS	PG 76-22 PLANT MIX TONS	MILLED RUMBLE STRIPS LF	ADJUSTMENT OF GRATES AND/OR FRAMES ON DROP INLETS EA	REPAIR OF DROP INLETS EA	PORTABLE LIGHTING LS				
25325.3.1 (I-5142) IMS-40-	Orange	1	I-85NB/I-40EB	FROM A PAVEMENT JOINT APPROX. 0.634 MILES SOUTH OF SR 1114 (BUCKHORN ROAD) TO A PAVEMENT JOINT AT THE I-85/I-40 SPLIT	1	YES	0.635	67	100	17,882	133			535	23	598	3,516	36	1	193	6,706	7	7	1				
					1	YES	0.117	67-108		4,994									87	982	5		54	1,236	2			
					1	YES	0.032	67		901									30	177	2		10	338				
					1	YES	0.095	55-67						3,600					90	215	5		12	1,003	1			
					1	YES	0.242	67		6,815									228	1,340	14		74	2,556	2			
					1	YES	0.048	75-99		2,084									31	411	2		23	507	1			
					1	YES	0.289	75-82		10,173							472		264	1,999	16		110	3,052	3			
					1	YES	0.115	75-109		5,425								391	95	1,068	6		59	1,214	1			
					1	YES	0.491	67		13,827									463	2,718	28		150	5,185	7			
					1	YES	0.056	117		2,973									29	585	2		32	591				
					1	YES	0.025	80-85		1,056									15	208	1		11	264	1			
					1	YES	0.083	78-85		2,922									64	633	4		35	876	1			
					1	YES	0.109	73-78		3,837									115	754	7		41	1,151	2			
					1	YES	0.074	68.5-73		2,084									62	461	4		25	781				
					1	YES	1.377	68.5		38,776								244	1,400	7,624	84		419	14,541	14			
					1	YES	0.086	68.5-97		3,380									67	665	4		37	908	1			
					1	YES	0.174	67		4,900									164	964	10		53	1,837	1			
					1	YES	0.096	67-77		3,999									72	787	4		43	1,014	2			
					1	YES	0.343	67		9,659									323	1,899	19		104	3,622	3			
					1	YES	0.037	102		1,639							152		28	322	2		18	391				
					1	YES	0.145	68-80		5,104									130	1,003	8		55	1,531	1			
					1	YES	0.034	74-80		1,077									39	213	2		12	359				
					1	YES	0.064	67		1,802									71	355	4		19	676				
					1	YES	0.067	72-95.5		2,840									40	558	2		31	708				
					1	YES	0.148	72-75		5,210									99	1,024	6		56	1,563	2			
					1	YES	0.062	68-75		1,964									54	387	3		21	655	1			
					1	YES	0.97	68		27,315								1,558	535	986	5,370	59		295	10,243	11		
					TOTAL FOR MAP NO. 1							6.014		100	182,638	133		7,382	1,070	23	5,644	36,238	339	1	1,992	63,508	64	7
		2	I-85NB/I-40EB OFF RAMP	RAMP TO SR 1114 (BUCKHORN ROAD)	2	YES	0.181	23-38.5				3,265					552			30								
TOTAL FOR MAP NO. 2							0.181					3,265					552			30								
		3	I-85NB/I-40EB ON RAMP	FROM SR 1114 (BUCKHORN ROAD)	2	YES	0.148	23				1,997					338			19								
TOTAL FOR MAP NO. 3							0.148					1,997					338			19								
		4	I-85NB/I-40EB OFF RAMP	RAMP TO SR 1120 (MT. WILLING ROAD)	2	YES	0.165	24-51				3,630					614			34								
TOTAL FOR MAP NO. 4							0.18					532					90			5								
		5	I85NB/I40EB OFF RAMP	RAMP TO SR 1239 (I-85 CONNECTOR)	2	YES	0.041	21-23.5				535					91			5								
TOTAL FOR MAP NO. 5							0.296					3,641					619			34								
		6	I85NB/I40EB ON RAMP	RAMP FROM SR 1120 (MT. WILLING RD)	2	YES	0.036	25.5-183				2,202					371			20								
TOTAL FOR MAP NO. 6							0.548					11,138					1,885			103								
		7	I85NB/I40EB ON RAMP	RAMP FROM SR 1239 (I-85 CONNECTOR)	2	YES	0.025	23-161				1,360					229			13								
TOTAL FOR MAP NO. 7							0.182					3,479					589			33								

PROJECT NO. 45325.3.1 (I-5142) IMS-40-4(145)157	SHEET NO. 4	TOTAL NO. 5
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SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP NO.	FINAL SURFACE TESTING REQUIRED	LENGTH MI.	WIDTH FT.	INCIDENTAL STONE BASE TONS	MILLING ASPHALT PAVEMENT, 2" DEPTH SY	3" MILLING SY	1 1/2" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	INTERMEDIATE COURSE, I19.0D TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5D TON	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS	PG 76-22 PLANT MIX TONS	MILLED RUMBLE STRIPS LF	ADJUSTMENT OF GRATES AND/OR FRAMES ON DROP INLETS EA	REPAIR OF DROP INLETS EA	PORTABLE LIGHTING LS					
Orange		8	I-85SB/I-40WB	FROM A PAVEMENT JOINT WEST OF THE I85/I40 SPLIT TO A PAVEMENT JOINT WEST OF SR 1114 (BUCKHORN RD.)	1	YES	0.298	80	100	10,490			159	667		296	2,061	18		113	3,147	4	7						
					1	YES	0.117	68-80				3,707				394			116	729	7		40	1,236	1				
					1	YES	0.753	68					21,205				743			747	4,169	45		229	7,952	9			
					1	YES	0.097	68-99.5					3,842							79	756	5		42	1,024	1			
					1	YES	0.173	68.5					4,111							148	808	9		44	1,542	3			
					1	YES	0.079	68.5-100.5					3,187							62	627	4		35	834	1			
					1	YES	0.392	67.5					11,039							374	2,171	22		119	4,140	5			
					1	YES	0.079	101.5-74					3,488							49	686	3		38	834	1			
					1	YES	0.026	74																					
					1	YES	0.051	74						1,825							53	359	3		20	539			
					1	YES	0.067	70-74						2,142							58	422	3		23	708	1		
					1	YES	0.017	70						479							19	94	1		5	180			
					1	YES	0.13	75.5-103						5,644							86	1,111	5		61	1,373	2		
					1	YES	0.048	81						1,690				198			50	332	3		18	507	1		
					1	YES	0.115	68-81						3,643							80	719	5		39	1,214	1		
					1	YES	0.809	68						21,697				234			802	4,267	48		235	8,543	7		
					1	YES	0.057	68-72						1,806							45	355	3		20	602	1		
					1	YES	0.452	72-110						20,816							270	4,095	16		225	4,773	4		
					1	YES	0.495	67-69						13,939				303			296	2,741	18		151	5,227	7		
					1	YES	0.06	95-117						3,380							24	664	1		37	634			
					1	YES	0.006	84-95						253							4	49	0		3	63			
					1	YES	0.098	72-84						3,795							59	747	4		41	1,035	1		
					1	YES	0.133	72						4,682							79	920	5		51	1,404	1		
					1	YES	0.055	68-72						1,742				433			44	343	3		19	581	1		
					1	YES	0.184	68						5,181							182	1,018	11		56	1,943	3		
					1	YES	0.118	68-108.5						4,984							94	980	6		54	1,246	1		
					1	YES	0.371	67						10,447							350	2,054	21		113	3,918	3		
					1	YES	0.244	87.5-105.5						11,702							146	2,302	9		127	2,577	4		
					1	YES	0.058	69-87.5						2,092							48	413	3		23	612			
					1	YES	0.457	69						12,869					535		476	2,530	29		139	4,826	5		
TOTAL FOR MAP NO. 8							6.039		100	195,877			2,464	1,202		5,136	38,522	310		2,120	63,214	68	7						
		9	I-85SB/I-40WB OFF RAMP	OFF RAMP TO SR 1239 (I-85 CONNECTOR)	2	YES	0.122	25.5				1,825					310			17									
					2	YES	0.02	25.5-51							449				76			4							
					2	YES	0.019	24-91.5								644				109			6						
					2	YES	0.019	24-47.5								399				68			4						
TOTAL FOR MAP NO. 9							0.18								3,317			563			31								
		10	I-85SB/I-40WB	OFF RAMP TO SR 1120 (MT WILLING RD)	2	YES	0.043	22				555					94			5									
					2	YES	0.325	18							3,432				585			32							
					2	YES	0.027	23								364				62			3						
TOTAL FOR MAP NO. 10							0.395								4,351			741			40								
		11	I-85SB/I-40WB	ON RAMP FROM SR 1239 (I-85 CONNECTOR)	2	YES	0.098	24				1,380					234			13									
					2	YES	0.269	17							2,683				457			25							
					2	YES	0.175	25							2,567				436			24							
					2	YES	0.03	25-49							651				110			6							
					2	YES	0.007	24-75							203				34			2							
					2	YES	0.007	25-51							158				27			1							
TOTAL FOR MAP NO. 11							0.586								7,642			1,298			71								
		12	I-85SB/I-40WB	ON RAMP FROM SR 1120 (MT WILLING RD)	2	YES	0.11	23				1,484					252			14									
TOTAL FOR MAP NO. 12							0.11										252			14									
		13	I-85SB/I-40WB	OFF RAMP TO SR 1114 (BUCKHORN RD)	2	YES	0.316	22-42.5				5,979					1,014			56									
TOTAL FOR MAP NO. 13							0.316										1,014			56									
		14	I-85SB/I-40WB	ON RAMP FROM SR 1114 (BUCKHORN RD)	2	YES	0.16	21-28.5				2,323					395			22									
TOTAL FOR MAP NO. 14							0.16										395			22									
TOTAL FOR PROJ NO. 45325.3.1 (I-5142) IMS-40-							15.335		200	378,515	133	52,778	9,846	2,272	23	10,780	83,710	649	1	4,604	126,722	132	14	1					
GRAND TOTAL							15.335		200	378,515	133	52,778	9,846	2,272	23	10,780	83,710	649	1	4,604	126,722	132	14	1					



MAIN ROADWAY WORK ZONE

ENTRANCE RAMP

USE THIS SIGNING APPLICATION ON ALL ENTRANCE RAMP LOCATED BETWEEN THE CMS DISPLAYING THE \$250 SPEEDING PENALTY MESSAGE AND THE PORTABLE SIGN DISPLAYING THE END SPEEDING PENALTY MESSAGE.

IF LIMITS ARE NEAR RAMP TERMINAL, SIGNS SHOULD ALSO BE PLACED NEAR TERMINAL.

ROAD WORK AHEAD W20-1 48" X 48"

\$250 SPEEDING PENALTY SP-03350 48" X 30"

GENERAL NOTES

- 1-Refer to Notes on Rdwy Std 1101.02 Sheet 3 of 9.
- 2-Coordinate use of overhead DMSs with the Division.
- 3-Use following configuration for FAP (Flashing Arrow Panel):
- 4-Symbols shown are for Right Lane Closure, use appropriate signs, messages and arrows for Left Lane Closure. Portable CMSs to remain positioned as shown.
- 5-The "\$250 Speeding Penalty" message and the "End Speeding Penalty" message shall be displayed only when lane closures are installed.

LEGEND

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

APPROVED: _____ DATE: _____

John P. ...

INTERSTATE DUAL/TRIPLE LANE CLOSURE WITH \$250 SPEEDING PENALTY

SCALE: NONE	REVISIONS
DATE: JAN. 2010	
DWG. BY: AYL	
DESIGN BY: AYL	
REVIEWED BY: JLP	

19-JAN-2010 10:47
 \\DOT\FS00101\GROUPS-WZTCC\WZTC\DesignGroup2\resurfacing projects\I-5142_WZ \$250 Speeding Penalty Ordinance\I-5142_TC_TCP-01.dgn
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