

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5746A/I-5746B	6	
WBS NO.	52024.3.3		

Notes:

THIS CONTRACT IS INTENDED TO REPAIR AND REHABILITATE I-277 AND ITS ASSOCIATED RAMPS AND LOOPS THROUGH A COMBINATION OF PORTLAND CEMENT CONCRETE SLAB REPAIR, ASPHALT PAVEMENT REPAIR, CRACK SEALING, JOINT REPAIR, MILLING AND ASPHALT PAVING, AND FOG SEAL APPLICATION.

I-277 IS A ¾ LOOP AROUND UPTOWN CHARLOTTE THAT IS DIVIDED INTO TWO LOCALLY NAMED SECTIONS. THE SOUTHERN PORTION OF THE LOOP IS THE JOHN BELK FREEWAY. THE NORTHERN SECTION OF THE LOOP IS THE BROOKSHIRE FREEWAY. THESE TWO SECTIONS ARE DIVIDED BY THE INTERCHANGE WITH US74 (INDEPENDENCE BV) THE FOURTH QUARTER OF THE LOOP IS MADE UP OF I-77. THE LOOP IS CONSTRUCTED OF JOINTED PORTLAND CEMENT CONCRETE PAVEMENT (PCCP) WITH PREDOMINANTLY ASPHALT PAVED SHOULDERS.

THE TYPICALS IN THIS CONTRACT GENERALLY DEPICT THE FOLLOWING SCOPE OF WORK.

THE JOHN BELK FREEWAY SECTION OF I-277 FROM I-77 TO THE BRIDGE OVER 3RD ST WILL HAVE THE DISTRESSED SECTIONS OF THE PCCP REPAIRED. THE ASPHALT SHOULDERS WILL BE PRIMARILY LEFT IN PLACE AND TREATED WITH A FOG SEAL.

THE MAINLINE SECTION BETWEEN THE BRIDGE OVER 3RD ST AND THE BRIDGE OVER 10TH STREET SHALL HAVE THE DISTRESSED SECTIONS OF THE PCCP REPAIRED. THE ASPHALT SHOULDERS IN THIS SECTION WILL BE MILLED AND REPLACED.

THE TYPICALS FOR THE ON AND OFF RAMPS GENERALLY DEPICT THE SAME REPAIR/REHABILITATION METHODS AS THE SECTION OF MAINLINE I-277 THAT THEY SERVE.

THE PCCP REPAIR SHALL BE IN ACCORDANCE WITH CONTRACT DOCUMENTS, ALL APPLICABLE SECTIONS OF THE 2012 NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES, AND THE NCDOT MANUAL FOR REPAIR OF PCC PAVEMENTS REVISED JULY 2015.

THERE IS A 650' SECTION OF FULL DEPTH ASPHALT PAVEMENT ON THE JOHN BELK FREEWAY JUST EAST OF I-77. THIS AREA WILL BE REHABILITATED BY MILLING TO A DEPTH OF 3" AND PAVING BACK WITH 3" OF ASPHALT CONCRETE SURFACE COURSE S9.5D. THE MILLING AND PAVING OF THIS SECTION SHALL BE ACCOMPLISHED IN SUCH A MANNER THAT NO TRANSVERSE PAVEMENT JOINTS WILL BE LEFT AT THE END OF EACH NIGHT'S WORK AND THERE WILL BE NO OPPORTUNITY FOR WATER TO STAND IN THE ROADWAY.

THE JOINT BETWEEN THE ASPHALT SHOULDERS AND PCCP PAVEMENT SHALL BE SEALED ALONG WITH OTHER PAVEMENT CRACKS AND JOINTS AS DIRECTED BY THE ENGINEER.

THE PAVEMENT MARKINGS ON THIS PROJECT CONSIST PRIMARILY OF POLYUREA FOR THE EDGELINES, WIDE LINES, AND GORE LINES. THE LANES SKIPS AND APPLICABLE MINISKIPS WILL BE PLACED USING COLD APPLIED PLASTIC WITH 6" WIDE WHITE SURROUNDED BY A BLACK CONTRAST BORDER.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO NCDOT PAVEMENT MARKING STANDARDS FOR AUXILLARY LANES AND LANE DROPS WHICH REQUIRE THE USE OF "WIDE" MARKINGS AT SPECIFIED LOCATIONS. THERE ARE SOME AREAS OF THE PROJECT THAT IN EXISTING CONDITION DO NOT HAVE WIDE MARKINGS. THIS CONTRACT WILL REPLACE THE OLD MARKINGS WITH MARKINGS IN ACCORDANCE WITH THE NEW STANDARDS PRESENTED IN THE 2012 NCDOT ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER.

PROPOSED LANE SKIPS AND MINISKIPS SPECIFIED AS WIDE SHALL BE PLACED AS POLYUREA 12" WIDE.

THE EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR APPLICATION OF NEW MARKINGS.

REMOVE EDGELINES AND VARIOUS SKIPS WITH LINE CODE "REMOVAL OF PAVEMENT MARKING LINES 6".

REMOVE EXISTING COLD APPLIED PLASTIC LANE LINES WITH BLACK CONTRAST BORDERS USING LINE CODE "REMOVAL OF PAVEMENT MARKING LINES 9".

REMOVE GORES AND EXISTING WIDE MARKINGS USING LINE CODE "REMOVAL OF PAVEMENT MARKINGS 12".

I-5746A/I-5746B Interstate 277 Pavement Rehabilitation

SCALE	-NA-		REVISIONS	
DATE	12/16			
DWG. BY	TJP			
DESIGN BY	TJP			
APPROVED	WAT			