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09/20/21

See Sheet 1A For Index of Sheets

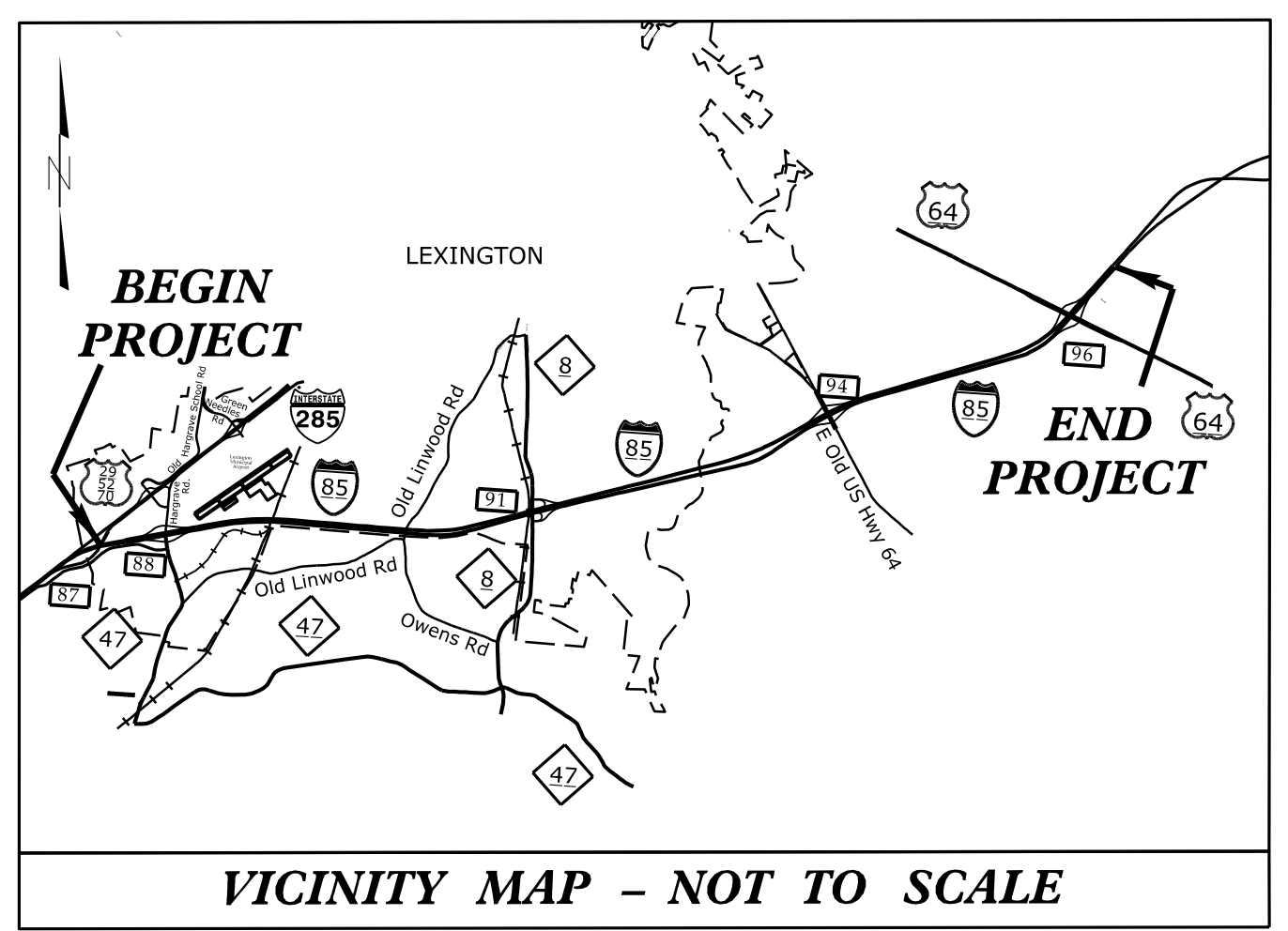
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-5950	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
45897.1.1		PE	
45897.3.1	0085055	CONSTRUCTION	

DAVIDSON COUNTY

LOCATION: I-85 NORTH OF I-285 SPLIT (M.P. 87.57) TO SOUTH OF E. HOLLY GROVE ROAD (M.P. 96.61)

TYPE OF WORK: PAVEMENT REHABILITATION, GUARDRAIL, DRAINAGE, STRUCTURE REHABILITATION

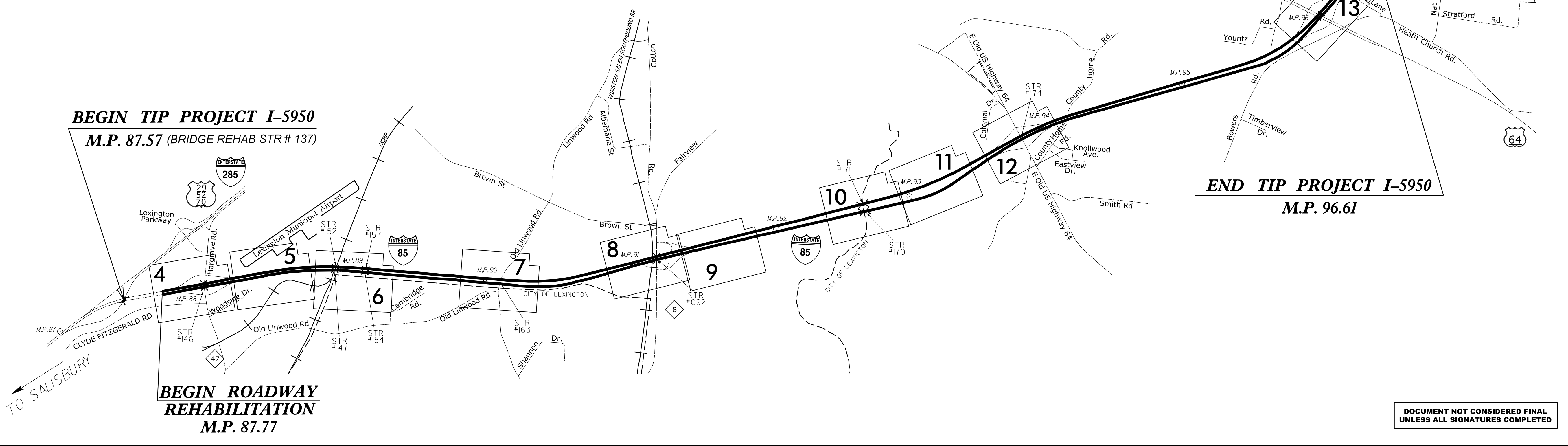


VICINITY MAP - NOT TO SCALE

*SEE TRANSPORTATION MANAGEMENT PLAN FOR OFFSITE DETOURS

TIP PROJECT: I-5950

CONTRACT: C204735



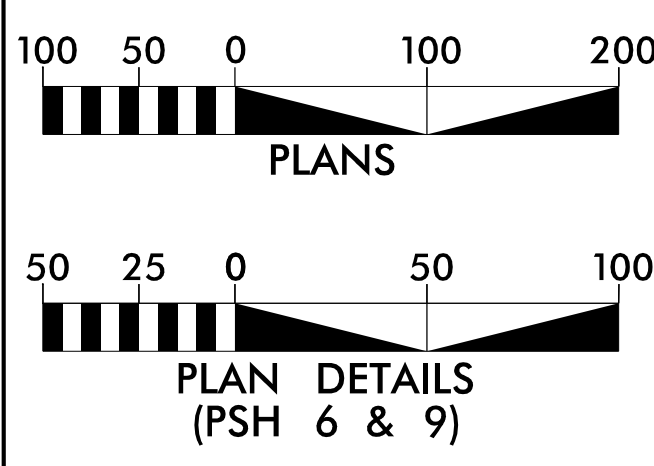
BEGIN TIP PROJECT I-5950
M.P. 87.57 (BRIDGE REHAB STR # 137)

END TIP PROJECT I-5950
M.P. 96.61

BEGIN ROADWAY REHABILITATION
M.P. 87.77

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2021 = 64,000
 ADT 2031 = 67,300
 K = 10 %
 D = 55 %
 T = 25 % *
 V = 75 MPH
 * 19% TTST + 6% DUALS
 FUNC CLASS = INTERSTATE

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-5950 = 8.84 MILES
 LENGTH STRUCTURES TIP PROJECT I-5950 = 0.49 MILES
 TOTAL LENGTH TIP PROJECT I-5950 = 9.33 MILES

Prepared in the Office of:
DIVISION OF HIGHWAYS
 NINTH DIVISION DESIGN/CONSTRUCT
 375 SILAS CREEK PARKWAY WINSTON-SALEM, N.C. 27127
 2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: WILLIAM A. BLANTON, PE, PLS
PROJECT ENGINEER

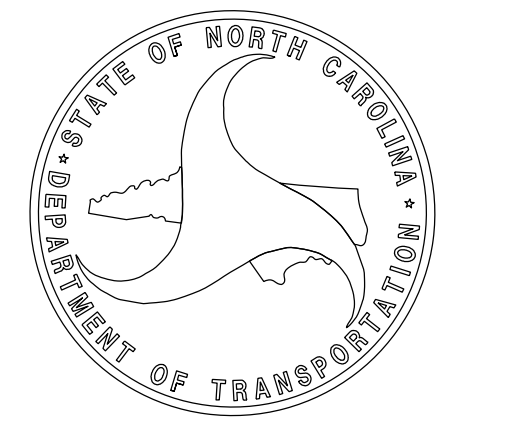
LETTING DATE: JEREMY L. KEATON, PLS
PROJECT DESIGN ENGINEER
SEPTEMBER 20, 2022

HYDRAULICS ENGINEER

DocuSigned by:
 William A. Blanton
 08/10/2022
 SIGNATURE: WILLIAM A. BLANTON
 P.E.

ROADWAY DESIGN ENGINEER

DocuSigned by:
 William A. Blanton
 08/10/2022
 SIGNATURE: WILLIAM A. BLANTON
 P.E.



10-AUG-2022 11:05 SA:\Project_Development\TIP_Projects\I-5950-185-Davidson\Roadway\I-5950-ddc_tsh.dgn \$\$\$USERNAME\$\$\$

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

12/2/2016

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Computed Property Corner	-----
Property Monument	□ ECM
Parcel/Sequence Number	①23
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	---WLB---
Proposed Wetland Boundary	WLB
Existing Endangered Animal Boundary	---EAB---
Existing Endangered Plant Boundary	---EPB---
Existing Historic Property Boundary	---HPB---
Known Contamination Area: Soil	☠-S-☠
Potential Contamination Area: Soil	☠-S-☠
Known Contamination Area: Water	☠-W-☠
Potential Contamination Area: Water	☠-W-☠
Contaminated Site: Known or Potential	☠☠

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	✕
Foundation	□
Area Outline	□
Cemetery	□
Building	□
School	□
Church	□
Dam	▬

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	□
Jurisdictional Stream	---JS---
Buffer Zone 1	---BZ 1---
Buffer Zone 2	---BZ 2---
Flow Arrow	←
Disappearing Stream	→
Spring	○
Wetland	▽
Proposed Lateral, Tail, Head Ditch	▬
False Sump	▽

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○
Switch	□
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY & PROJECT CONTROL:

Secondary Horiz and Vert Control Point	◆
Primary Horiz Control Point	○
Primary Horiz and Vert Control Point	●
Exist Permanent Easement Pin and Cap	◇
New Permanent Easement Pin and Cap	◆
Vertical Benchmark	⊠
Existing Right of Way Marker	△
Existing Right of Way Line	-----
New Right of Way Line	○ R W
New Right of Way Line with Pin and Cap	○ R W ▲
New Right of Way Line with Concrete or Granite R/W Marker	▲ R W
New Control of Access Line with Concrete C/A Marker	○ C/A
Existing Control of Access	○ C/A
New Control of Access	○ C/A
Existing Easement Line	---E---
New Temporary Construction Easement	E
New Temporary Drainage Easement	TDE
New Permanent Drainage Easement	PDE
New Permanent Drainage / Utility Easement	DUE
New Permanent Utility Easement	PUE
New Temporary Utility Easement	TUE
New Aerial Utility Easement	AUE

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	---C---
Proposed Slope Stakes Fill	---F---
Proposed Curb Ramp	---CR---
Existing Metal Guardrail	---T---
Proposed Guardrail	---T---
Existing Cable Guiderail	---□---
Proposed Cable Guiderail	---□---
Equality Symbol	⊕
Pavement Removal	▨

VEGETATION:

Single Tree	☼
Single Shrub	☼

Note: Not to Scale *S.U.E. = *Subsurface Utility Engineering*

Hedge	-----
Woods Line	-----
Orchard	☼☼☼☼
Vineyard	□

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	CONC
Bridge Wing Wall, Head Wall and End Wall	CONC WW
MINOR:	
Head and End Wall	CONC HW
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	□ CB
Paved Ditch Gutter	-----
Storm Sewer Manhole	○ S
Storm Sewer	---S---

UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	○ P
Power Line Tower	⊠
Power Transformer	⊠
U/G Power Cable Hand Hole	○
H-Frame Pole	●
U/G Power Line LOS B (S.U.E.*)	---P---
U/G Power Line LOS C (S.U.E.*)	---P---
U/G Power Line LOS D (S.U.E.*)	---P---

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	○ T
Telephone Pedestal	□
Telephone Cell Tower	⊕
U/G Telephone Cable Hand Hole	○
U/G Telephone Cable LOS B (S.U.E.*)	---T---
U/G Telephone Cable LOS C (S.U.E.*)	---T---
U/G Telephone Cable LOS D (S.U.E.*)	---T---
U/G Telephone Conduit LOS B (S.U.E.*)	---TC---
U/G Telephone Conduit LOS C (S.U.E.*)	---TC---
U/G Telephone Conduit LOS D (S.U.E.*)	---TC---
U/G Fiber Optics Cable LOS B (S.U.E.*)	---T FO---
U/G Fiber Optics Cable LOS C (S.U.E.*)	---T FO---
U/G Fiber Optics Cable LOS D (S.U.E.*)	---T FO---

WATER:

Water Manhole	○ W
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	---W---
U/G Water Line LOS C (S.U.E.*)	---W---
U/G Water Line LOS D (S.U.E.*)	---W---
Above Ground Water Line	---A/G Water---

TV:

TV Pedestal	□
TV Tower	⊗
U/G TV Cable Hand Hole	○
U/G TV Cable LOS B (S.U.E.*)	---TV---
U/G TV Cable LOS C (S.U.E.*)	---TV---
U/G TV Cable LOS D (S.U.E.*)	---TV---
U/G Fiber Optic Cable LOS B (S.U.E.*)	---TV FO---
U/G Fiber Optic Cable LOS C (S.U.E.*)	---TV FO---
U/G Fiber Optic Cable LOS D (S.U.E.*)	---TV FO---

GAS:

Gas Valve	◇
Gas Meter	◇
U/G Gas Line LOS B (S.U.E.*)	---G---
U/G Gas Line LOS C (S.U.E.*)	---G---
U/G Gas Line LOS D (S.U.E.*)	---G---
Above Ground Gas Line	---A/G Gas---

SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	---SS---
Above Ground Sanitary Sewer	---A/G Sanitary Sewer---
SS Forced Main Line LOS B (S.U.E.*)	---FSS---
SS Forced Main Line LOS C (S.U.E.*)	---FSS---
SS Forced Main Line LOS D (S.U.E.*)	---FSS---

MISCELLANEOUS:

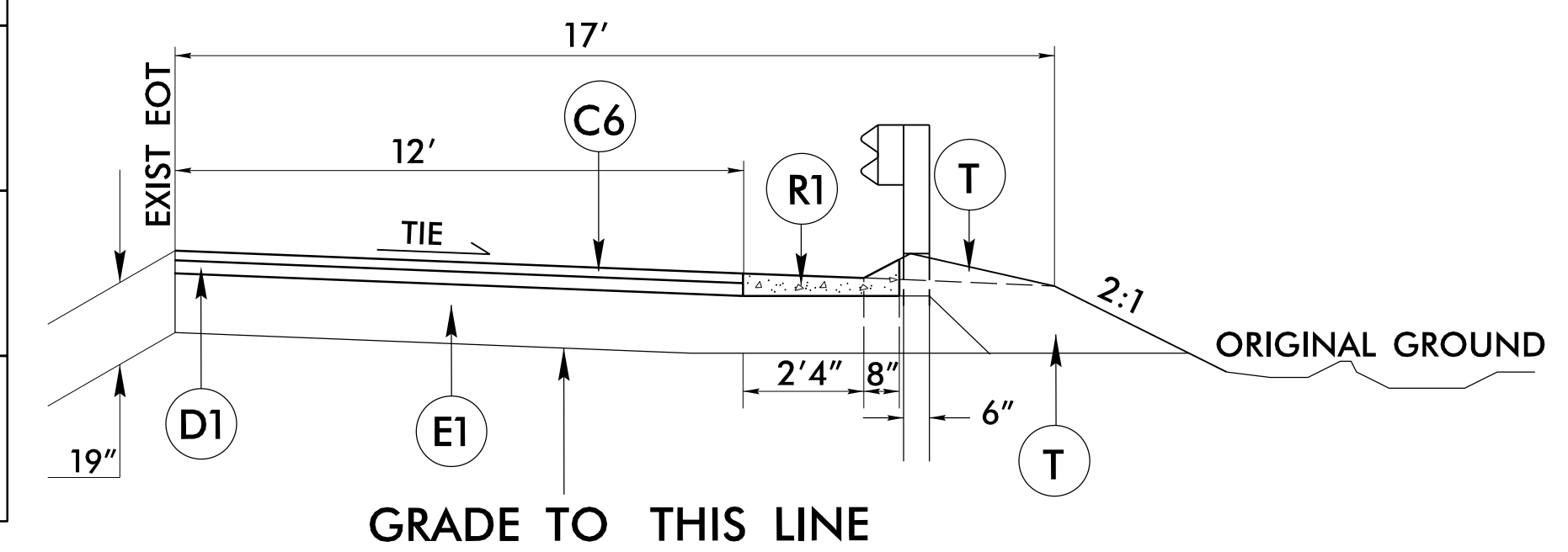
Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	□
Utility Unknown U/G Line LOS B (S.U.E.*)	---TU/L---
U/G Tank; Water, Gas, Oil	□
Underground Storage Tank, Approx. Loc.	⊕
A/G Tank; Water, Gas, Oil	□
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	○
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 5/8" ULTRATHIN HOT MIX BONDED WEARING SURFACE COURSE, TYPE B, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.	Q	8" INCIDENTAL STONE BASE
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.	R1	SHOULDER BERM GUTTER
C3	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	R2	EXISTING 2'-6" CONCRETE CURB AND GUTTER
C4	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	R3	VAR. DEPTH REPAIR OF JOINTED CONCRETE PAVEMENT SLABS (MATCH DEPTH TO ADJACENT PAVEMENT)
C5	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH.	T	EARTH MATERIAL
C6	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	U	EXISTING PAVEMENT
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	V1	MILLING ASPHALT PAVEMENT (2" DEPTH)
E1	PROP. APPROX. 12" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF THREE LAYERS.	V2	MILLING ASPHALT PAVEMENT (1.5" DEPTH)
N	GEOTEXTILE FOR SOIL STABILIZATION	Y	MILLED RUMBLE STRIPS

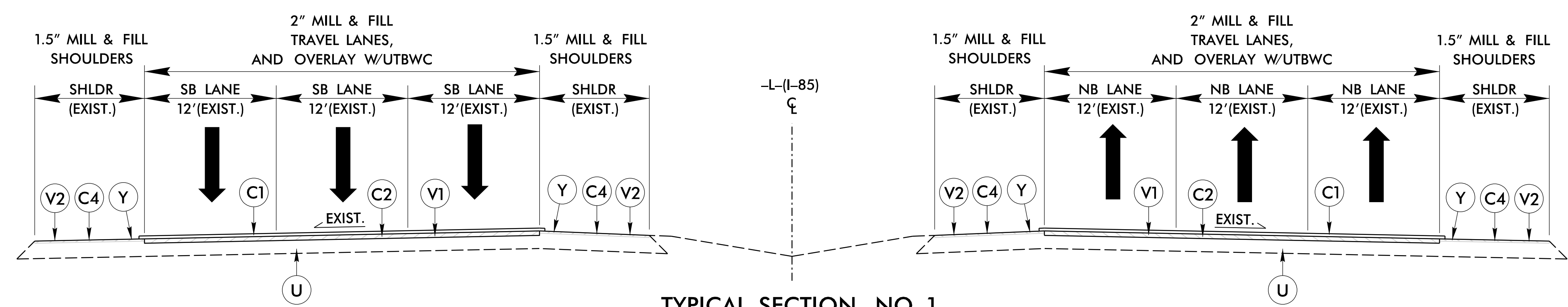
- NOTES:
 1) PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
 2) ULTRA-THIN BONDED WEARING COURSE SHALL BE EXTENDED 6" OUTSIDE OF TRAVEL LANES.
 3) MILLED RUMBLE STRIPS REQUIRED (STANDARDS 665.01).

PROJECT REFERENCE NO. 1-5950	SHEET NO. 2A-1
RW SHEET NO.	
ROADWAY DESIGN ENGINEER WILLIAM A. BLANTON SEAL 025499 Doc: William A. Blanton CC08371819FC44D	PAVEMENT DESIGN ENGINEER JOSEPH T. HOLLAND SEAL 024964 Doc: Joseph T. Holland 7196338195ED44E
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



SHOULDER SECTION WITH SHOULDER BERM GUTTER
 USE IN CONJUNCTION WITH TYPICAL NO. 1
 AT THESE LOCATIONS:

- SB MP 89.12 TO 89.18 (-EOT1- STA 133+00 TO 136+24)
- SB MP 89.24 TO 89.29 (-EOT1- STA 138+84 TO 141+35)
- NB MP 91.52 TO 91.70 (-EOT2- STA 259+75 TO 269+40)



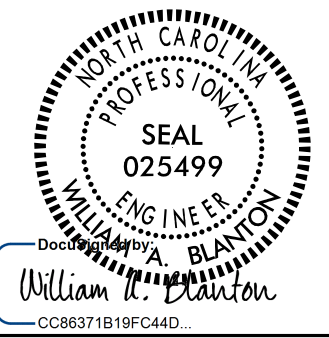
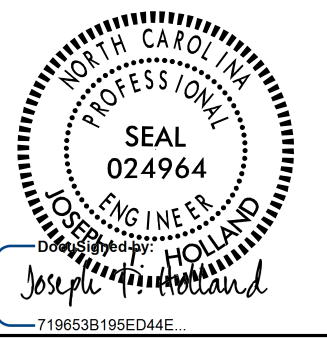
TYPICAL SECTION NO. 1
 -L- MP 87.77 TO MP 96.61
 NOTES:
 - CONCRETE PAVEMENT WILL NEED TO BE MILLED IN SLAB REPAIR AREAS

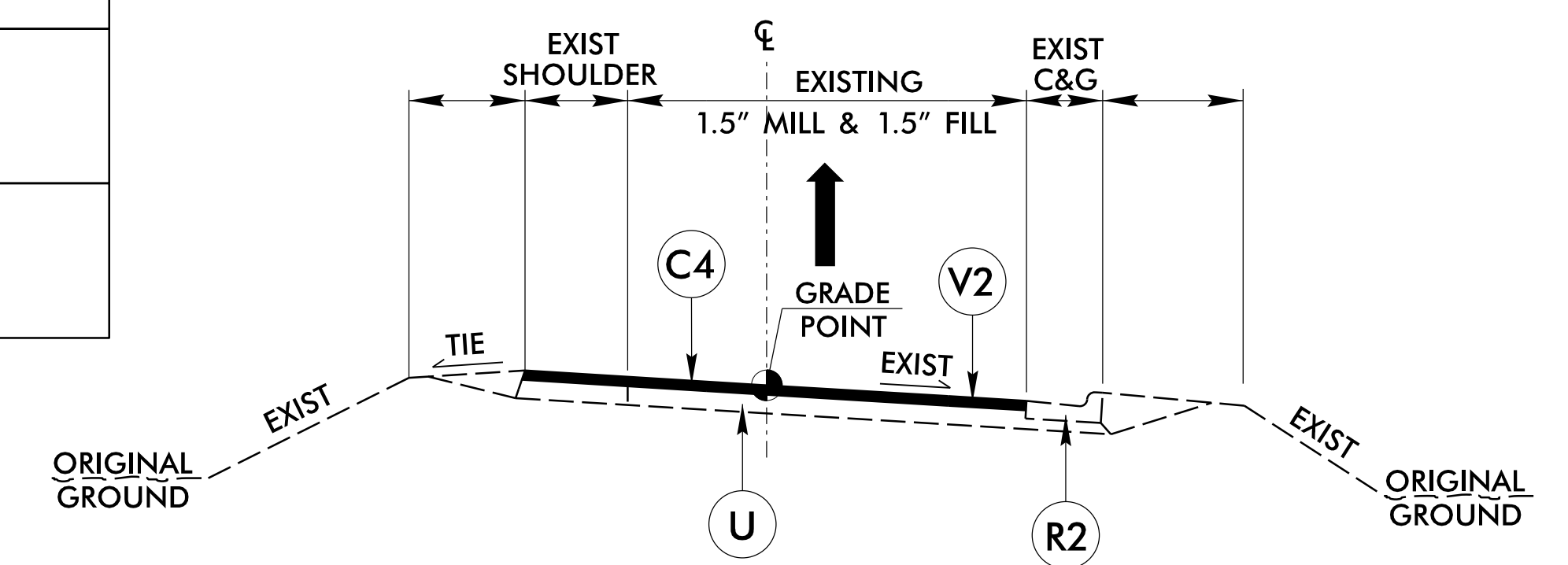
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PAVEMENT SCHEDULE

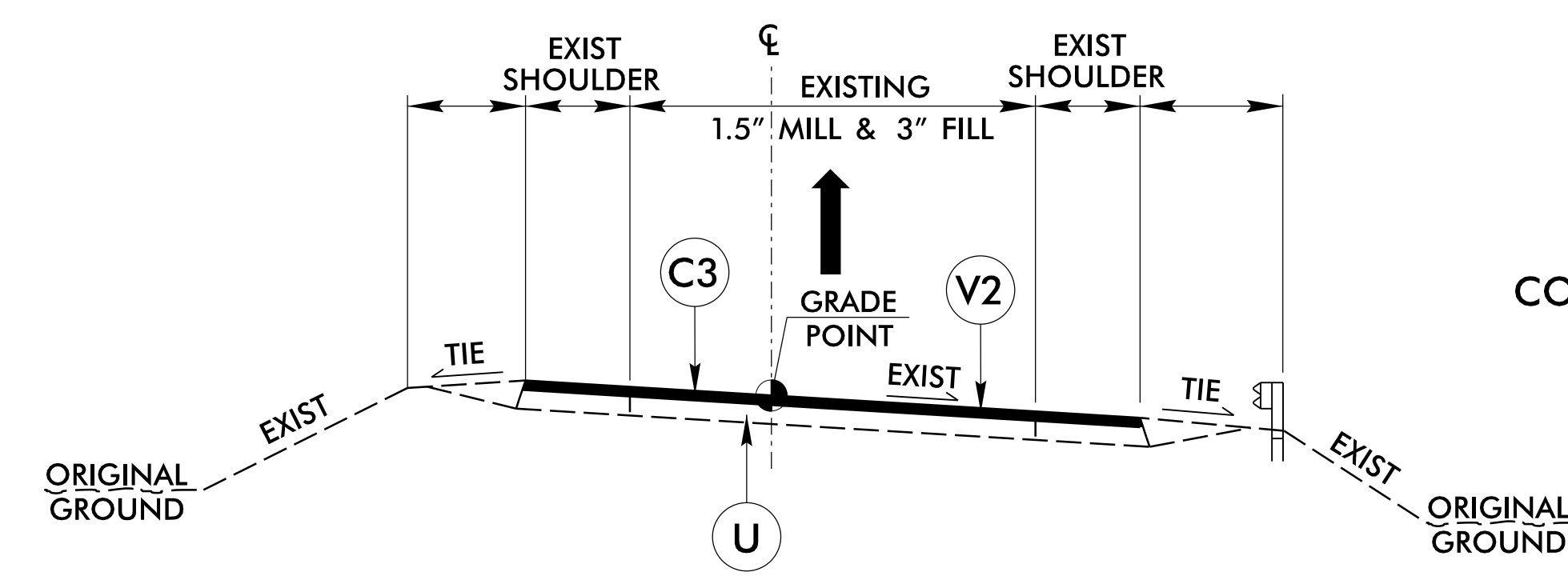
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C6	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	U	EXISTING PAVEMENT
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	V1	MILLING ASPHALT PAVEMENT (2" DEPTH)
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N	GEOTEXTILE FOR SOIL STABILIZATION	Y	MILLED RUMBLE STRIPS

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 2) ULTRA-THIN BONDED WEARING COURSE SHALL BE EXTENDED 6" OUTSIDE OF TRAVEL LANES.
 3) MILLED RUMBLE STRIPS REQUIRED (STANDARDS 665.01).

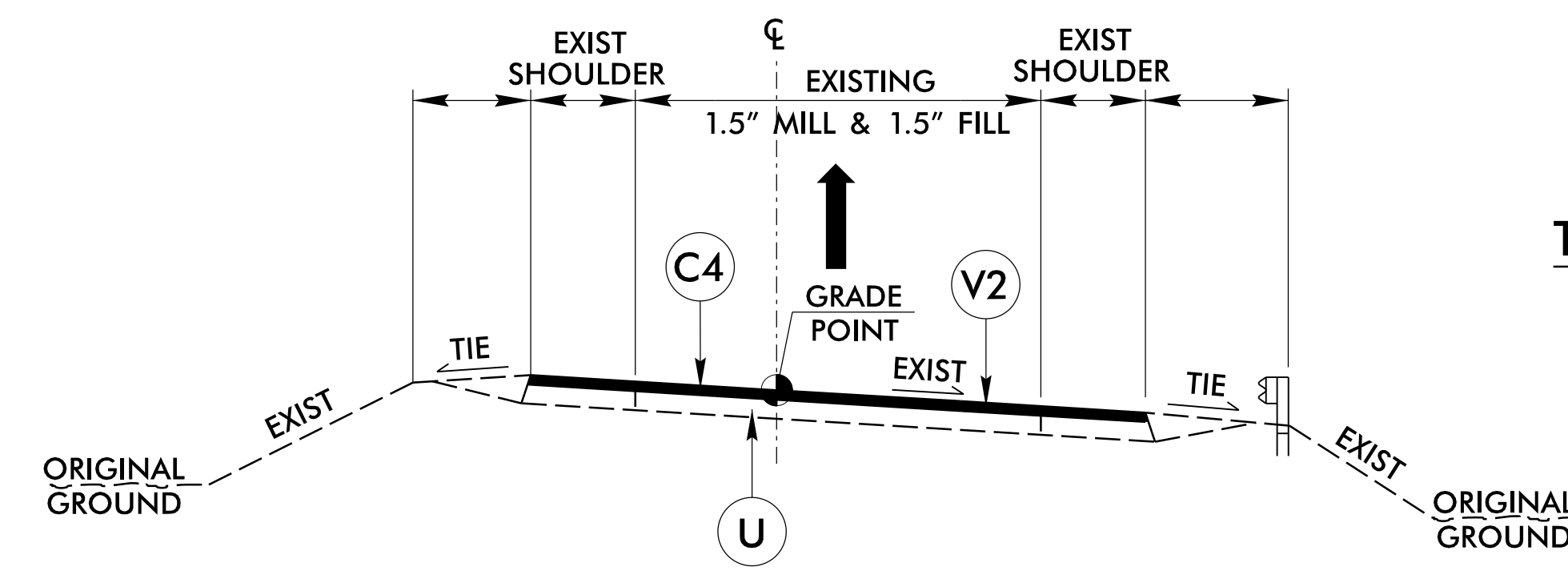
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RW SHEET NO.	
ROADWAY DESIGN ENGINEER 	PAVEMENT DESIGN ENGINEER 
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



TYPICAL SECTION NO. 4
COTTON GROVE ROAD (LOOPS A & D)



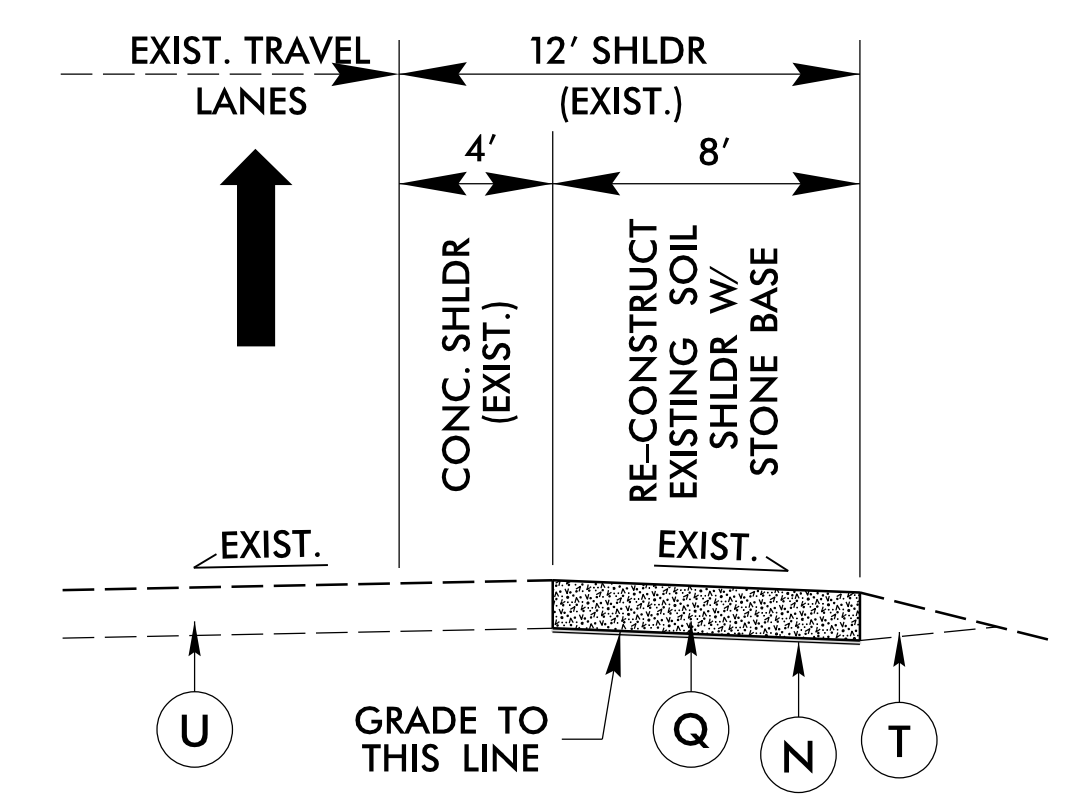
TYPICAL SECTION NO. 2
HARGRAVE ROAD (ALL RAMPS)
COTTON GROVE ROAD (RAMPS A & D)
EAST OLD US 64 (ALL RAMPS)



TYPICAL SECTION NO. 3
US 64 (ALL RAMPS)

TYPICAL SECTION NO. 5

- NOTES:
 -USE IN CONJUNCTION WITH TYPICAL SECTIONS NO. 2 & NO. 3
 -DO NOT DISTURB EXISTING SHOULDER DRAINS



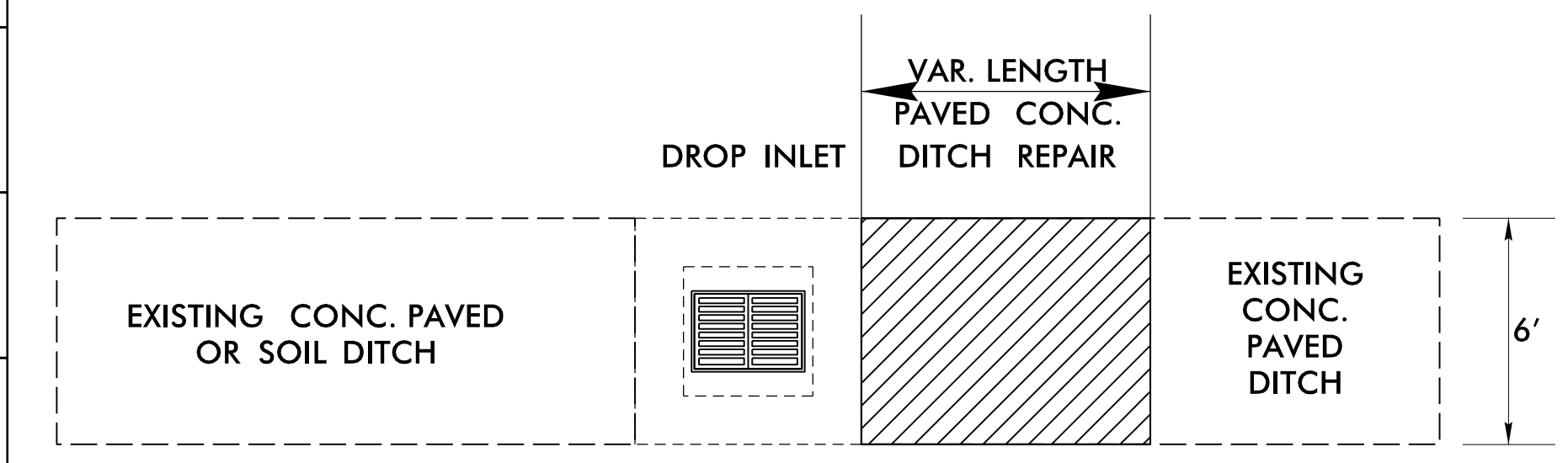
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PAVEMENT SCHEDULE

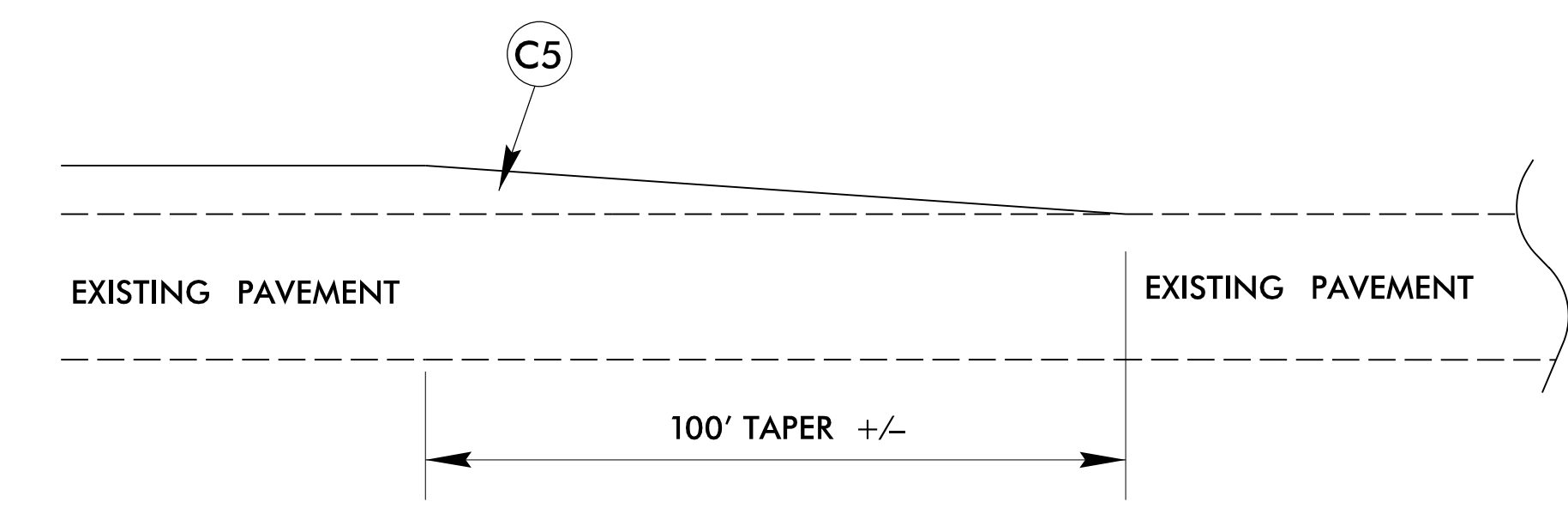
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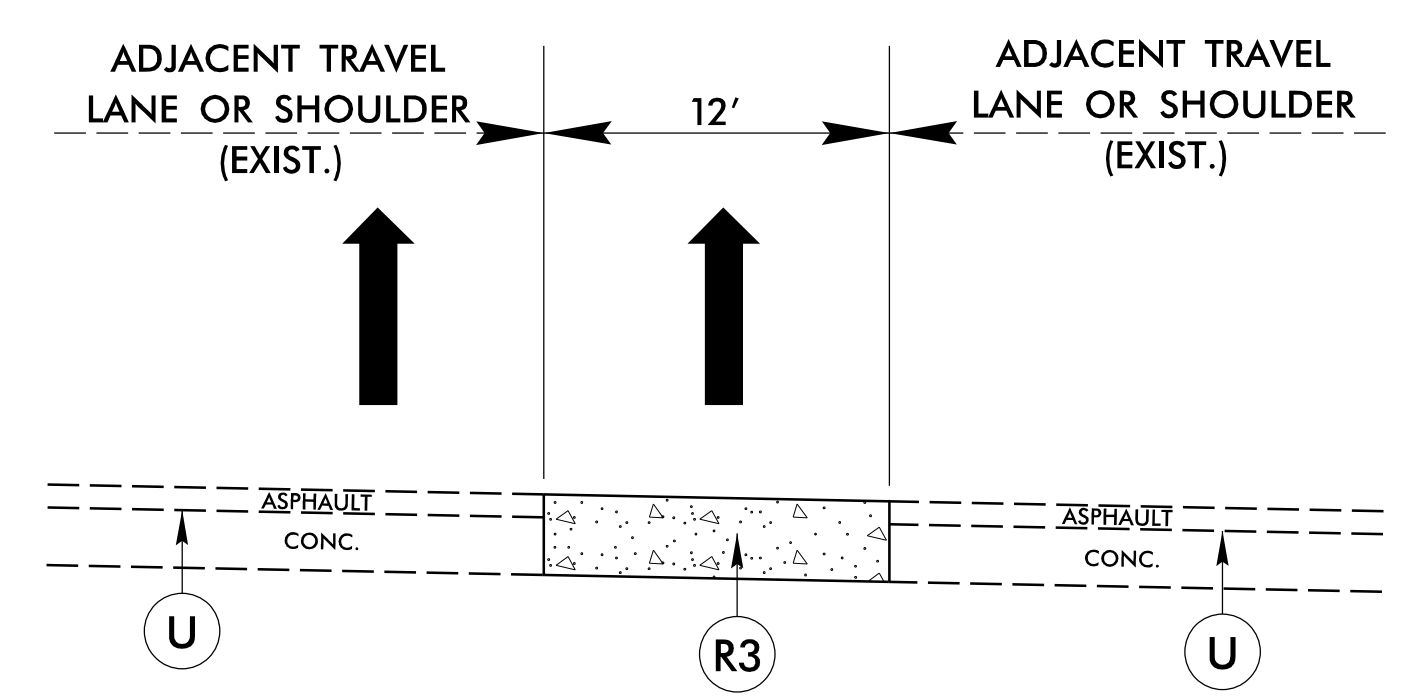
PROJECT REFERENCE NO. 1-5950	SHEET NO. 2A-3
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



**DETAIL SHOWING CONC. PAVED
DITCH REPAIR AT DROP INLET**

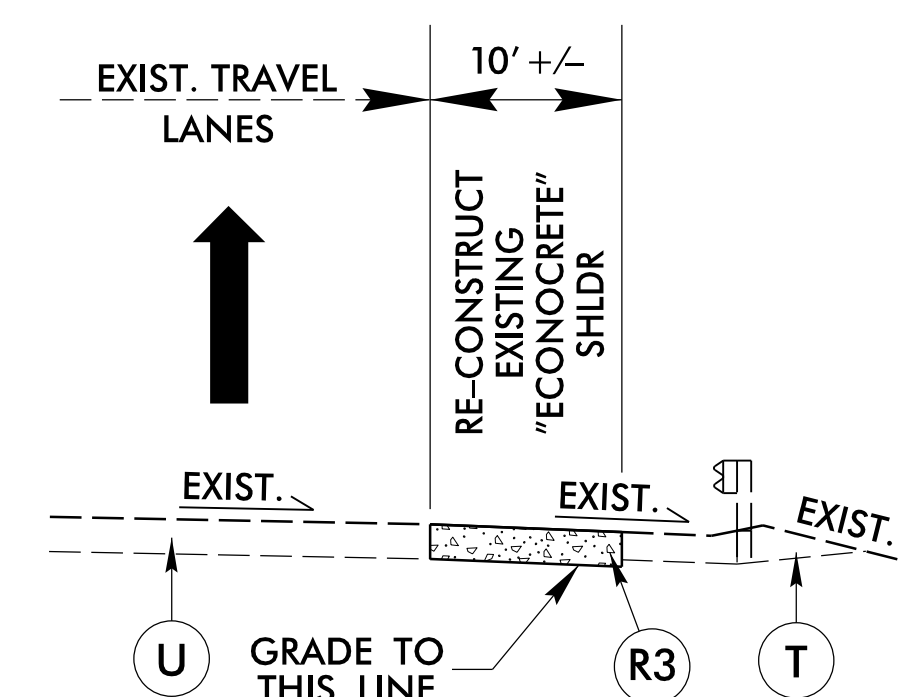


**DETAIL SHOWING TEMPORARY TAPERING
AND TIE-INS DURING CONSTRUCTION**

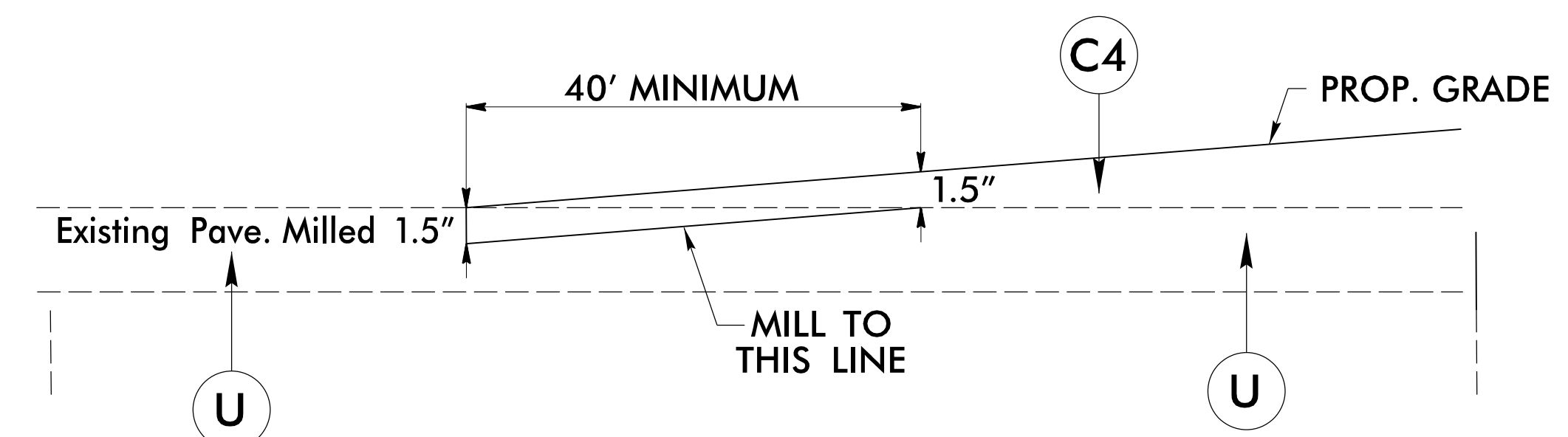


**DETAIL SHOWING TRAVEL
LANE SLAB REPAIR**

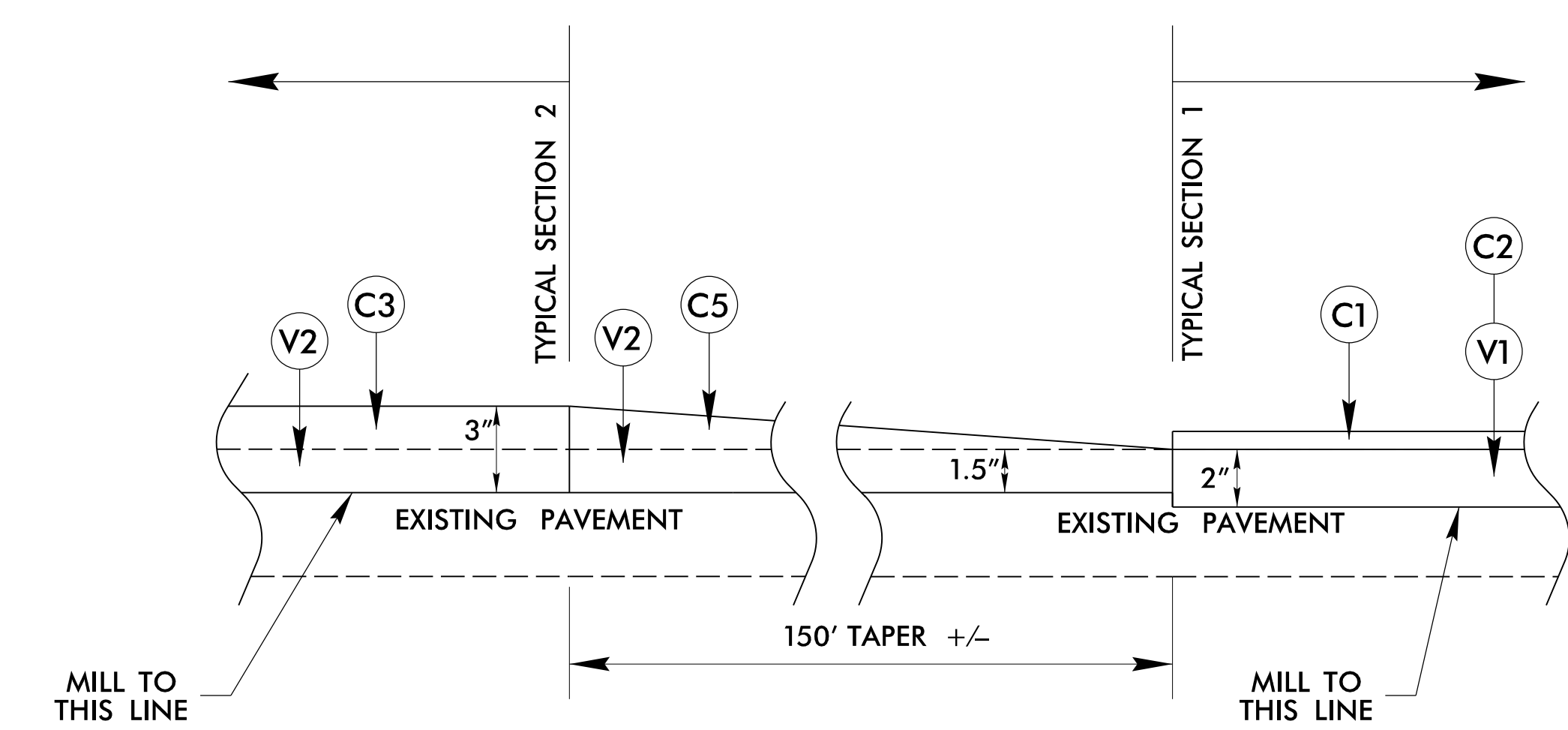
NOTE:
REPAIR SLAB PRIOR TO MILLING AND RESURFACING. CONTRACTOR IS TO MILL CONCRETE W/MILLING OF ASPHALT.



**DETAIL SHOWING SHOULDER
SLAB REPAIR**
(SEE PSH 6, PSH 10)
*Incorporate SBG into slab replacement at Bridge #157



**DETAIL FOR INCIDENTAL MILLING
OF EXISTING PAVEMENT**



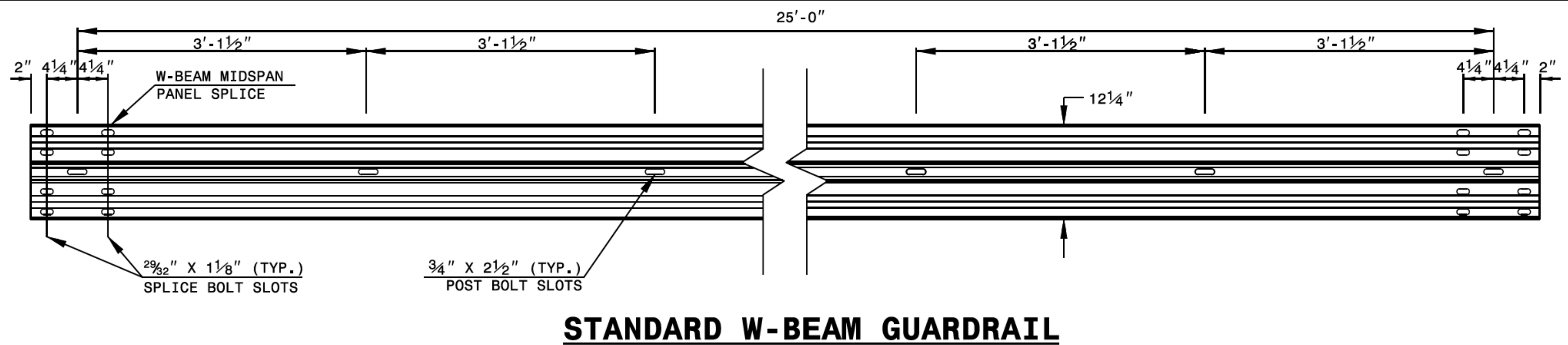
**DETAIL SHOWING TAPERING AND TIES-INS
BETWEEN TYPICAL SECTION 1 AND 2**

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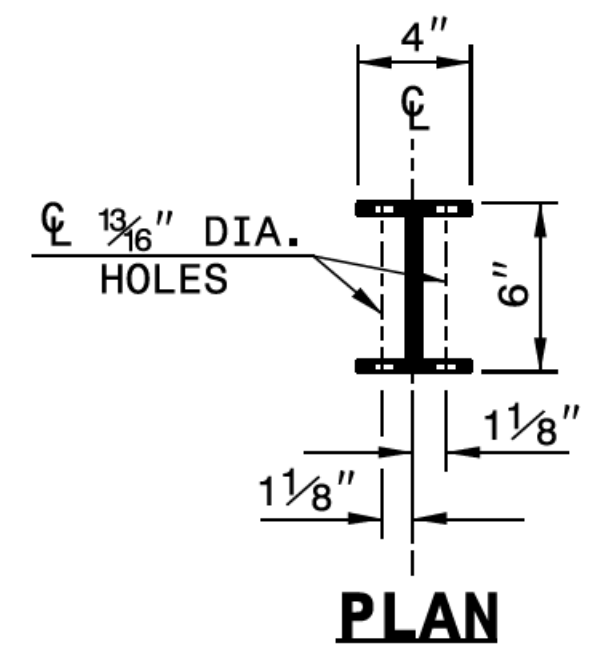
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

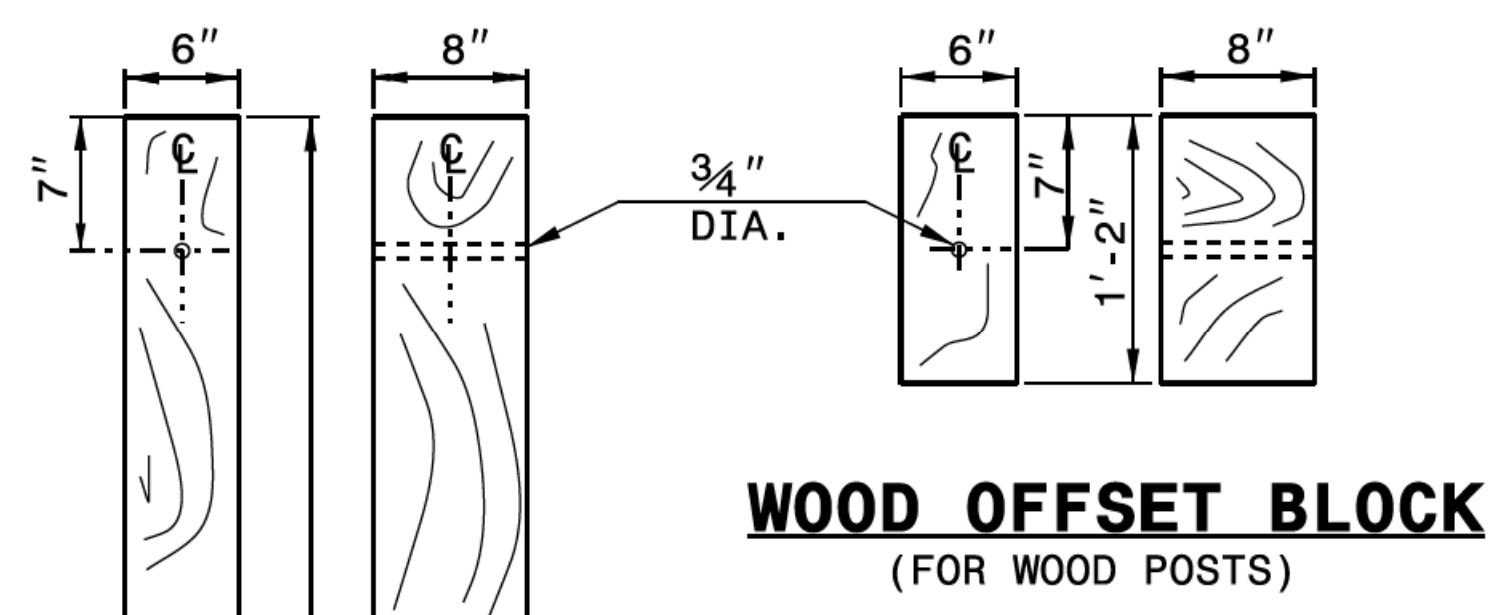
SHEET 6 OF 8
862D02



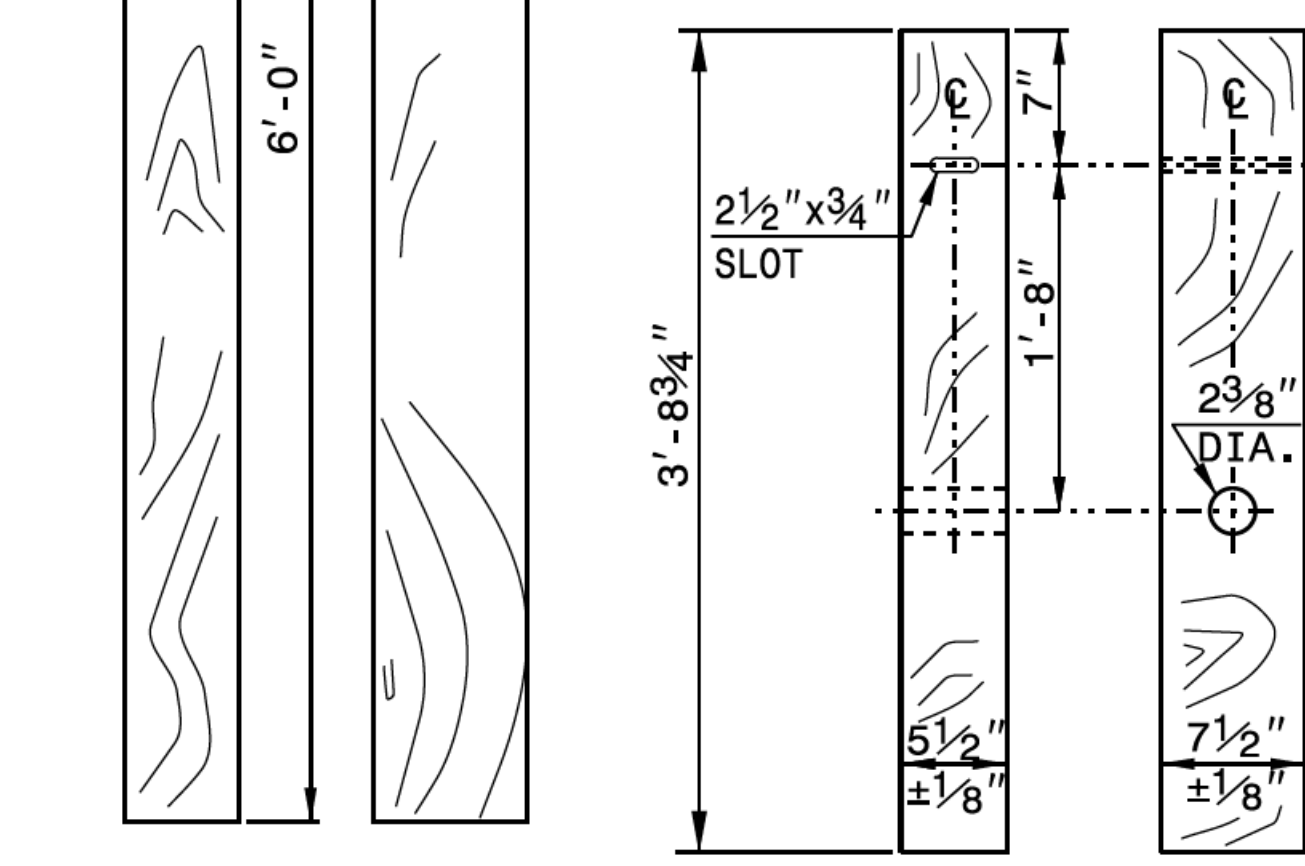
STANDARD W-BEAM GUARDRAIL



PLAN

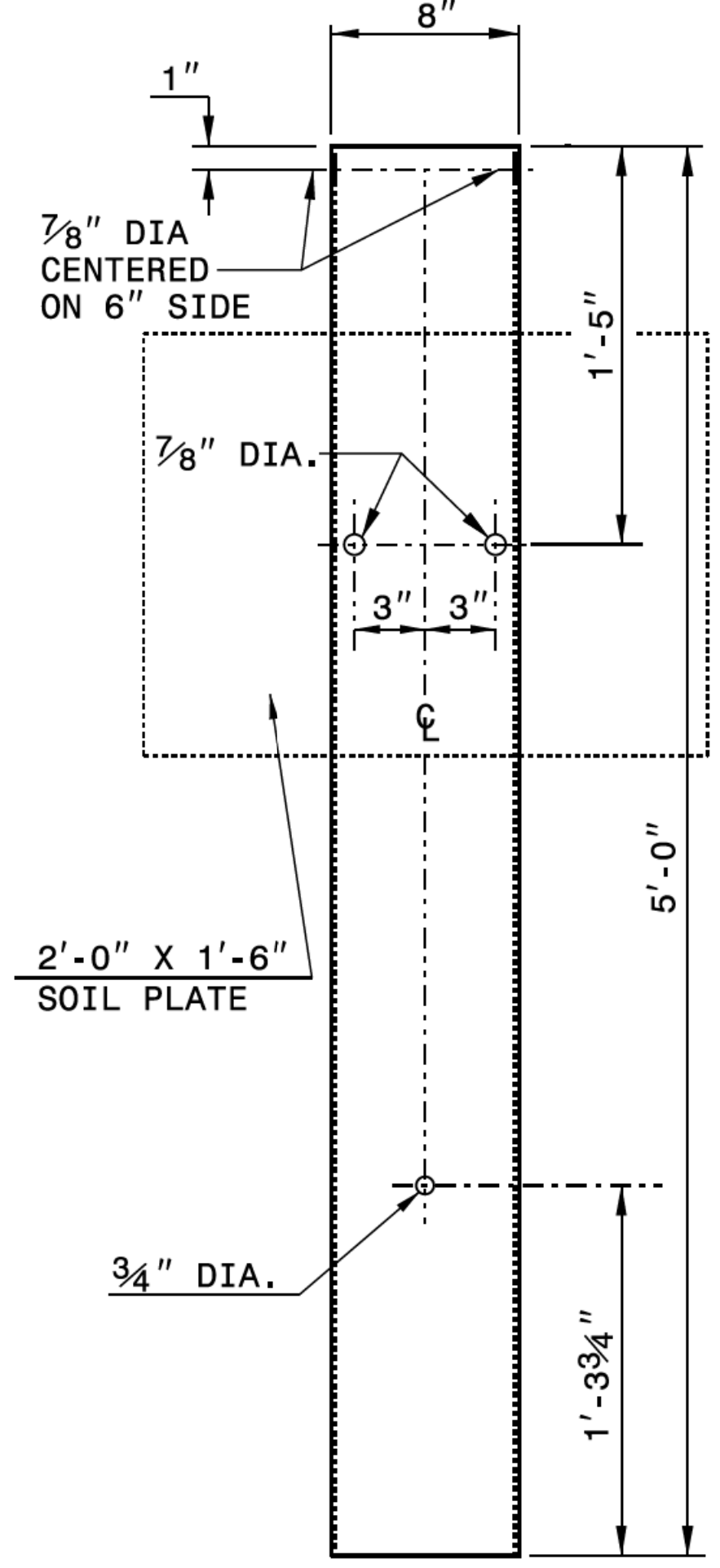


**WOOD OFFSET BLOCK
(FOR WOOD POSTS)**

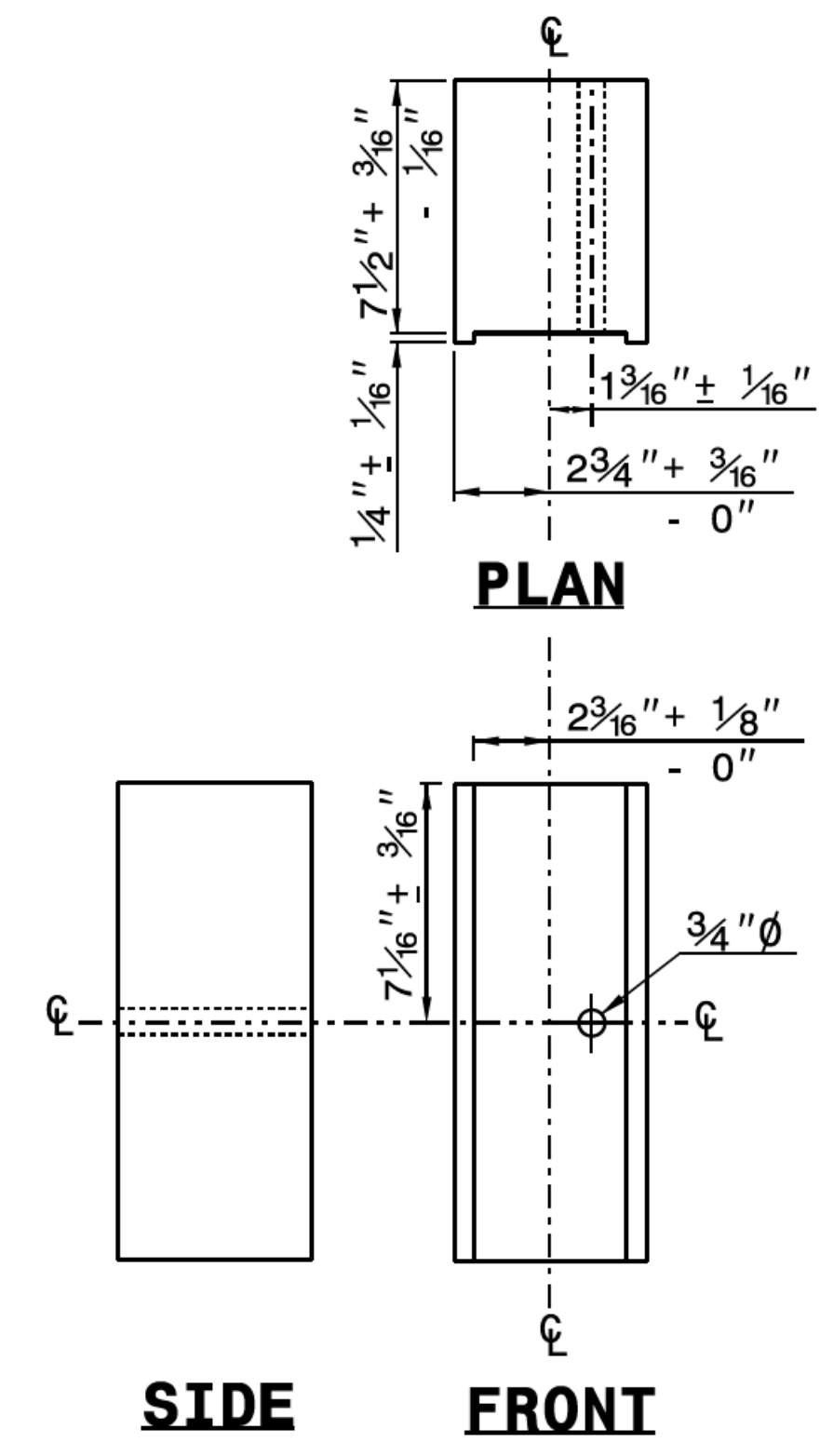


**STANDARD
LINE POST**

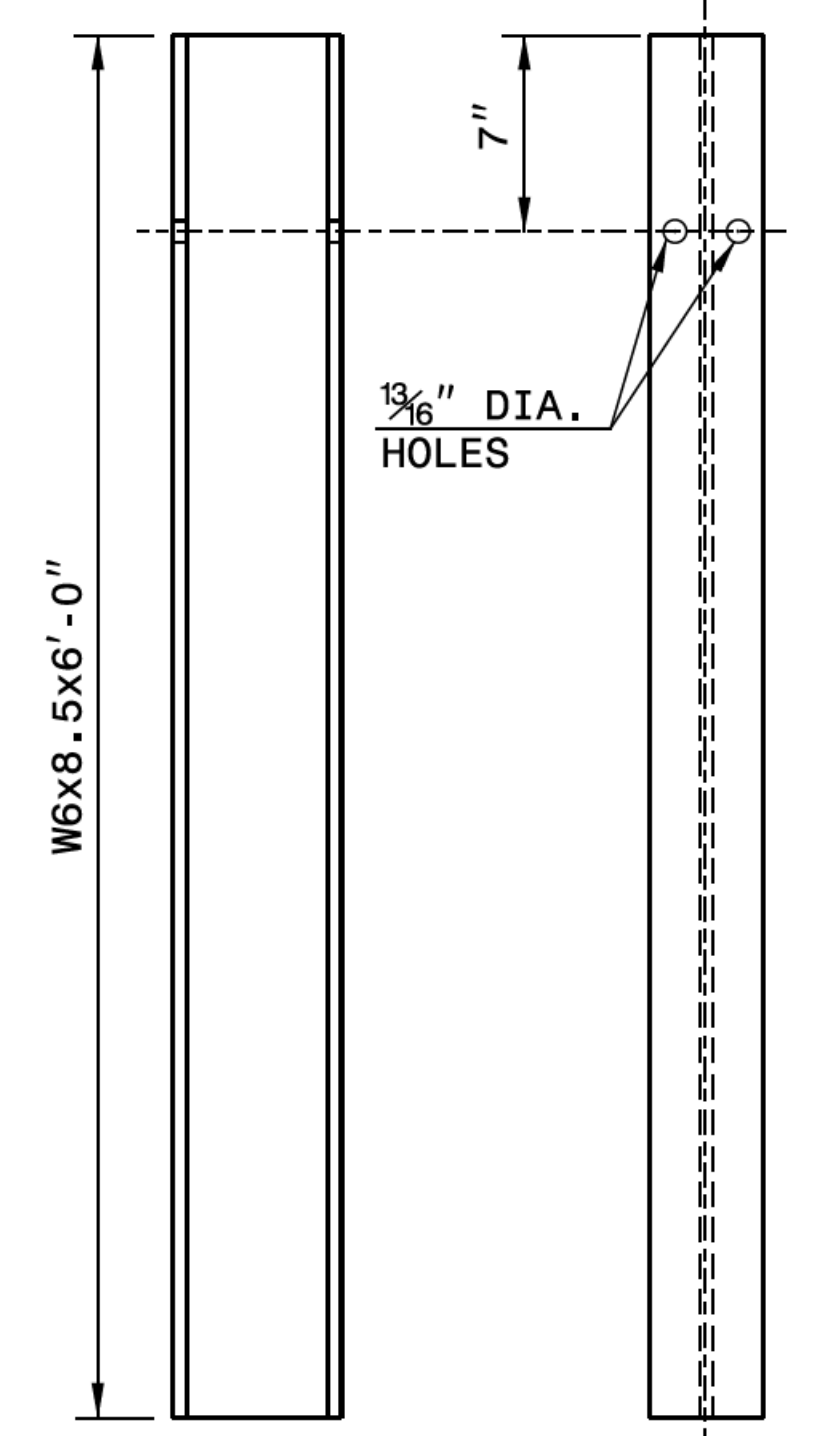
**SHORT WOOD
BREAKAWAY POST**



**STEEL TUBE
TS 6"x8"x0.1875"**



**SIDE FRONT
ROUTED
OFFSET BLOCK**



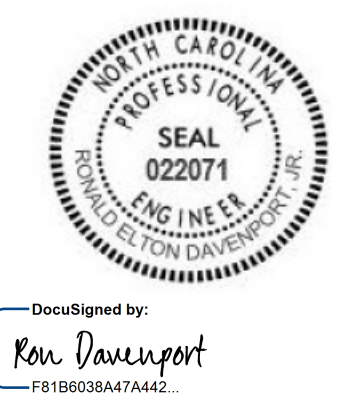
**SIDE FRONT
"W6" STEEL POST**

SYSTEM PARTS

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL INSTALLATION

SHEET 6 OF 8
862D02



**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: J. HOWERTON	DATE: 3-7-2018
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

GUARDRAIL SUMMARY

SURVEY LINE	BEG. MP	END MP	LOCATION	LENGTH			ANCHORS (MASH APPROVED)			RELAP GUARDRAIL	REMOVE EXISTING GUARDRAIL		TEMPORARY GUARDRAIL	REMARKS
				STRAIGHT	DOUBLE-SIDED	SHOP CURVED	GREU TL-3	CAT-1	B-77		STRAIGHT	DOUBLE-SIDED		
NB I-85	87.77	88.00	LEFT		1,215									EXTEND EXISTING DOUBLE-SIDED TO M.P 88.00 & TIE INTO EXISTING
NB I-85	87.86	87.90	RIGHT	217			1	1			217			REMOVE & REPLACE IN EXISTING LOCATION
NB EXIT 88 OFF RAMP			LEFT	281			1	1			281			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	88.91	88.95	RIGHT	189			1		1		189			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	88.92	88.95	LEFT	160			1		1		160			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	88.98	89.14	RIGHT	854					2		854			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	89.12	89.15	LEFT	174			1		1		174			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	89.19	89.30	RIGHT	568				1	1		568			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	91.51	91.69	RIGHT	946			1	1			946			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	92.02	92.20	RIGHT	953			1	1			953			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	92.43	92.58	RIGHT	812			1		1		812			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	92.51	92.56	LEFT	251			1		1		251			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	92.61	92.65	RIGHT	201				1	1		201			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	93.06	93.17	LEFT	606			1	1			606			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	93.08	93.20	RIGHT	626			1	1			626			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	93.37	93.44	LEFT	356			1		1		356			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	93.39	93.47	RIGHT	403			1	1			403			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	94.69	94.74	RIGHT	290			1		1		290			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	94.91	95.00	RIGHT	452			1	1			452			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	95.27	95.36	RIGHT	503			1	1			503			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	95.46	95.50	RIGHT	254			1	1			254			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	95.69	95.83	RIGHT	726			1	1			726			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	96.00	96.04	RIGHT	201			1		1		201			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	96.00	96.03	LEFT	162			1		1		162			REMOVE & REPLACE IN EXISTING LOCATION
NB I-85	96.45	96.56	RIGHT	577			1	1			577			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	96.56	96.29	RIGHT	1,416			1	1			1,416			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	96.11	96.07	RIGHT	195			1		1		195			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	96.10	96.07	LEFT	161			1		1		161			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	95.68	95.56	RIGHT	624			1	1			624			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	95.06	95.00	RIGHT	322			1	1			322			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	94.80	94.63	RIGHT	902			1	1			902			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	94.06	94.03	RIGHT	154			1	1			154			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	93.12	93.09	LEFT	133			1	1			133			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	92.82	92.64	RIGHT	951			1		1		951			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	92.67	92.64	LEFT	163			1		1		163			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	92.59	92.54	RIGHT	251				1	1		251			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	92.23	92.10	LEFT	703			1	1			703			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	91.61	91.55	RIGHT	307			1	1			307			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	89.24	89.20	RIGHT	226			1		1		226			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	89.23	89.20	LEFT	157			1		1		157			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	89.19	88.99	RIGHT	1,050					2		1,050			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	89.01	88.98	LEFT	163			1		1		163			REMOVE & REPLACE IN EXISTING LOCATION
SB EXIT 88 OFF RAMP			LEFT	301			1	1			301			REMOVE & REPLACE IN EXISTING LOCATION
SB I-85	88.18	88.11	RIGHT	366			1	1			366			REMOVE & REPLACE IN EXISTING LOCATION
											0			REMOVE & REPLACE IN EXISTING LOCATION
			SUBTOTAL	19,307	1,215		38	27	21		19,307			
			ANCHOR DEDUCTIONS											
			GREU TL-3 (38 X 50.0')	-1,900.00										
			CAT-1 (27 X 6.25')	-168.75										
			B-77 (21 X 22.875')	-480.38										
			TOTAL	16,757.88	1,215.00		38	27	21		19,307			
			SAY	16,775	1,225		38	27	21		19,307			
			CONTINGENCY ITEM - ADDITIONAL GUARDRAIL POSTS = 15 EA.											

5/28/99

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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

**SUMMARY OF REPAIR OF JOINTED
CONCRETE PAVEMENT SLABS
IN TRAVEL LANES**

IN SQUARE YARDS (SY)

LOCATION	PSH	APPROXIMATE MILEPOST	LANE NUMBER*	YD ²
SB I-85	5	88.32	1	27
SB I-85	5	88.32	2	27
SB I-85	5	88.32	3	27
NB I-85	10	92.54	1	27
SB I-85	13	96.12	1	27
SB I-85	13	96.12	2	27
SB I-85	13	96.12	3	27
TOTAL:				189
SAY:				190

*LANES ARE NUMBERED FROM INSIDE LANE FOR A GIVEN DIRECTION OF TRAVEL OUT.

**SUMMARY OF SHOULDER
BERM GUTTER**

LOCATION	STA TO STA	LOCATION	LINEAR FT
-EOT1-	133+00 TO 136+24	RT	324
-EOT1-	138+84 TO 141+35	RT	251
-EOT2-	259+75 TO 269+40	RT	965
TOTAL			1540
SAY			1550

**SUMMARY OF 4" CONCRETE
MEDIAN OR BERM DITCH**

IN SQUARE YARDS (SY)

STRUCTURE NUMBER	WIDTH (FT)	LENGTH (FT)	FT ²	YD ²
402	6	15	90	10
403	6	15	90	10
404	6	18	108	12
501	6	15	90	10
502	6	15	90	10
701	6	15	90	10
702	6	25	150	16.67
704	6	15	90	10
801	6	30	180	20
907	6	30	180	20
908	6	16	96	10.67
1101	6	15	90	10
1201	6	12	72	8
TOTAL:			157.33	
SAY:			160	

**SUMMARY OF REPAIR OF JOINTED
CONCRETE PAVEMENT SLABS
ON SHOULDERS**

IN SQUARE YARDS (SY)

LOCATION	PSH	APPROXIMATE MILEPOST	SHOULDER	YD ²
NB I-85	6	88.94	OUTSIDE	29
NB I-85	6	89.14	OUTSIDE	22
SB I-85	6	89.15	OUTSIDE	36
NB I-85	6	89.19	OUTSIDE	36
NB I-85	10	92.58	OUTSIDE	25
SB I-85	10	92.58	OUTSIDE	25
NB I-85	10	92.64	OUTSIDE	25
SB I-85	10	92.64	OUTSIDE	26
TOTAL:				224
SAY:				225

**SUMMARY OF EARTHWORK
IN CUBIC YARDS**

LOCATION	UNCLASSIFIED EXCAVATION	UNDERCUT	EMBANKMENT (+20%)	BORROW	WASTE
EXIT 88 RAMP A	273				273
EXIT 88 RAMP B	312				312
EXIT 88 RAMP C	251				251
EXIT 88 RAMP D	255				255
EXIT 91 RAMP A	104				104
EXIT 91 RAMP D	277				277
EXIT 94 RAMP A	327				327
EXIT 94 RAMP B	265				265
EXIT 94 RAMP C	279				279
EXIT 94 RAMP D	224				224
EXIT 96 RAMP A	255				255
EXIT 96 RAMP B	363				363
EXIT 96 RAMP C	463				463
EXIT 96 RAMP D	258				258
-EOT1-					
STA. 133+00 TO 136+24	358		444	444	358
STA. 138+84 TO 141+35	278		396	396	278
-EOT2-					
STA. 259+75 TO 269+40	968		1,615	1,615	968
SB I-85 MP 87.99 TO 88.15	100				100
SHALLOW UNDERCUT (CONTINGENCY)		50			50
SUBTOTAL	5,610	50	2,455	2,455	5,660
ASSUME 10% CONTINGENCY					
GRAND TOTAL	6,161	55	2,701	2,701	6,226
SAY	6,170	55	2,710	2,710	6,230

NOTE: APPROXIMATE QUANTITIES ONLY. UNCLASSIFIED EXCAVATION, BORROW EXCAVATION, CLEARING & GRUBBING AND REMOVAL OF EXISTING PAVEMENT WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR GRADING.

COMPUTED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____

STATE OF NORTH CAROLINA
 DIVISION OF HIGHWAYS


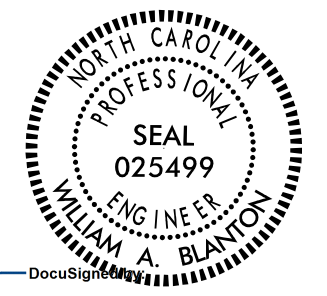

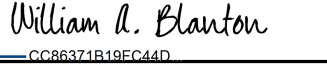
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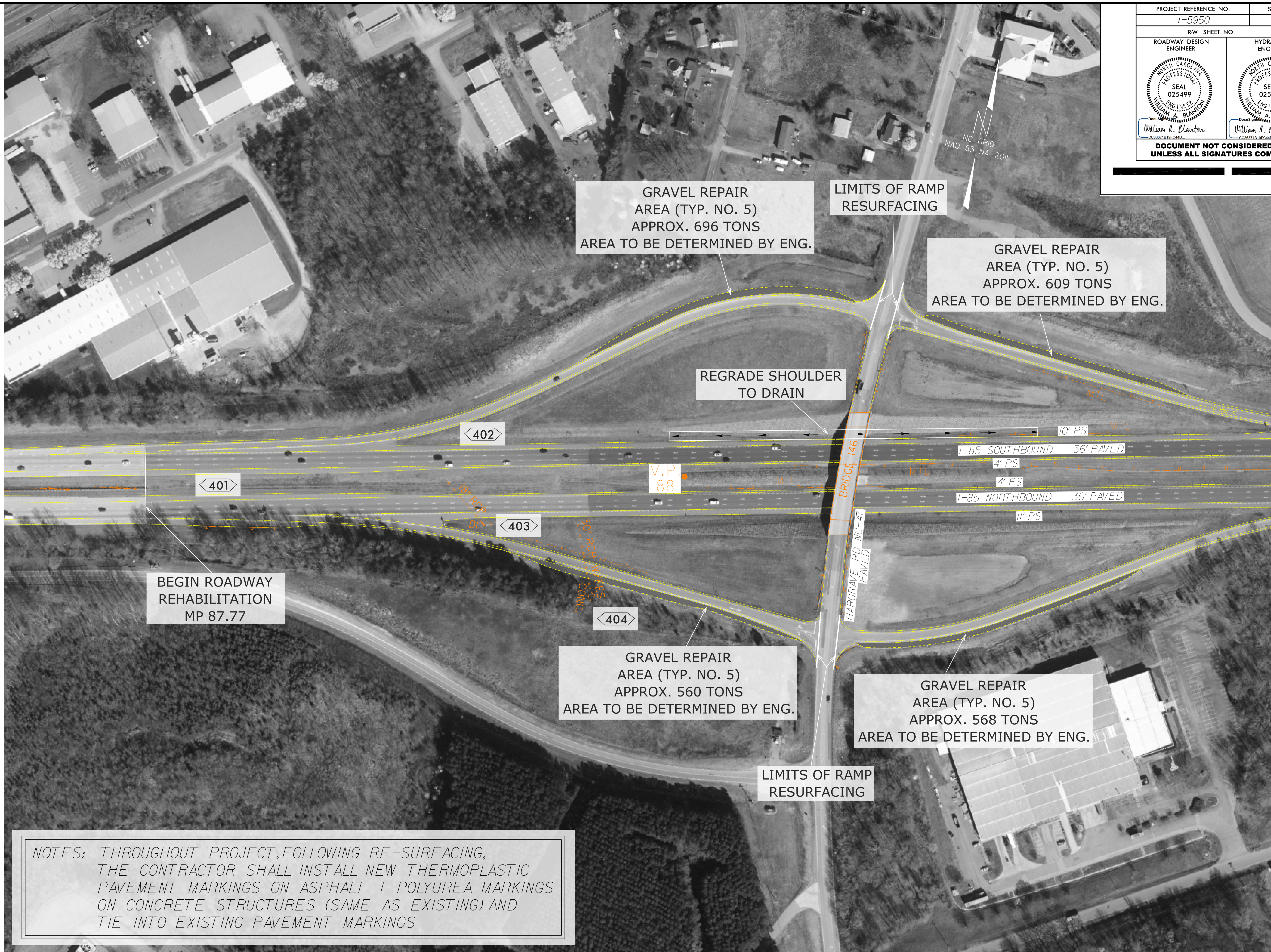
NOTE: Invert Elevations are for Bid Purposes only and shall not be used for project construction stakeout.
 See "Standard Specifications For Roads and Structures, Section 300-5".

LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 54" & OVER)

STATION	LOCATION (L, RT, OR CJ)		STRUCTURE NO.	TOP ELEVATION	INVERT ELEVATION	SLOPE CRITICAL	C.M.P. PIPES TO BE CIPP LINED							C.S. PIPE				STRUCTURAL PLATE PIPE			REINFORCED ENDWALLS		MASONRY DRAINAGE STRUCTURES CUBIC YARDS	C.B. STD. 840.01 OR STD. 840.02	FRAME, GRATES AND HOOD STANDARD 840.03			CONCRETE TRANSITIONAL SECTION		REINF. CONC. FLARED END SECTIONS NO. & SIZE	CORR. STEEL FLARED END SECTIONS NO. & SIZE	REINF. CONC. ELBOWS NO. & SIZE	CORR. STEEL ELBOWS NO. & SIZE	CONC. COLLARS CL. "B" C.Y. STD. 840.72	PIPE REMOVAL LIN.FT.	ABBREVIATIONS											
	SIZE	FROM					TO	54"	60"	66"	72"	78"	84"	54"	60"	66"	72"	60"	66"	72"	WITH R.C. - C.Y.	WITH C.S. - C.Y.			E	F	G	CATCH BASIN	DROP INLET							REMARKS											
	THICKNESS OR GAUGE							SHOP ELONGATED																																							
-LRT- 347 + 02	RT	1102	1103	EXIST	EXIST	EXIST	282																																								
-LLT- 340 + 77	RT	1104	1105	EXIST	EXIST	EXIST	225																																								
-LRT- 359 + 11	RT	1106	1107	EXIST	EXIST	EXIST	192																																								
-LRT- 359 + 15	RT	1107	1108	EXIST	EXIST	EXIST	352																																								
-LLT- 354 + 66	RT	1108	1109	EXIST	EXIST	EXIST	256																																								

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PROJECT REFERENCE NO. 1-5950	SHEET NO. 4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



GRAVEL REPAIR
AREA (TYP. NO. 5)
APPROX. 696 TONS
AREA TO BE DETERMINED BY ENG.

LIMITS OF RAMP
RESURFACING

GRAVEL REPAIR
AREA (TYP. NO. 5)
APPROX. 609 TONS
AREA TO BE DETERMINED BY ENG.

REGRADE SHOULDER
TO DRAIN

BEGIN ROADWAY
REHABILITATION
MP 87.77

GRAVEL REPAIR
AREA (TYP. NO. 5)
APPROX. 560 TONS
AREA TO BE DETERMINED BY ENG.


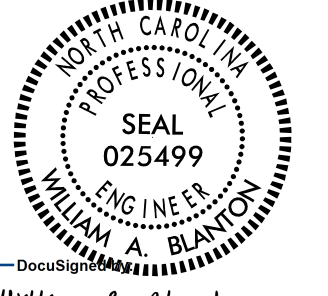
GRAVEL REPAIR
AREA (TYP. NO. 5)
APPROX. 568 TONS
AREA TO BE DETERMINED BY ENG.

LIMITS OF RAMP
RESURFACING

NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING,
THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC
PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS
ON CONCRETE STRUCTURES (SAME AS EXISTING) AND
TIE INTO EXISTING PAVEMENT MARKINGS

REVISIONS

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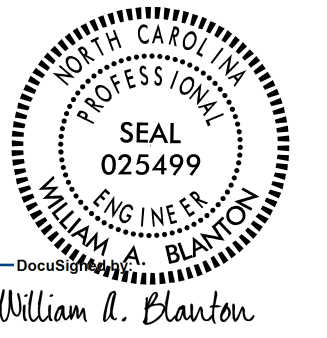
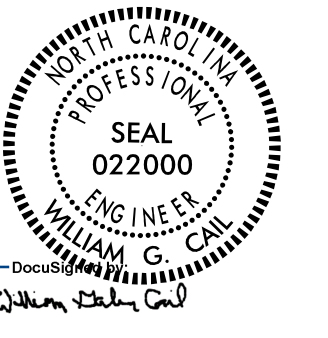
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RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
<p>William A. Blanton</p> <p>CC 36471818E244D</p> <p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>	



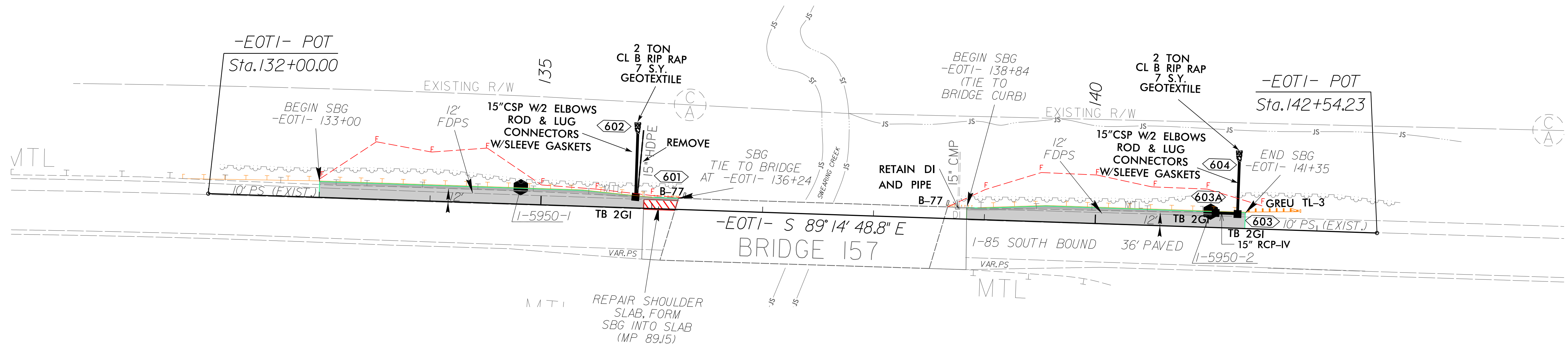
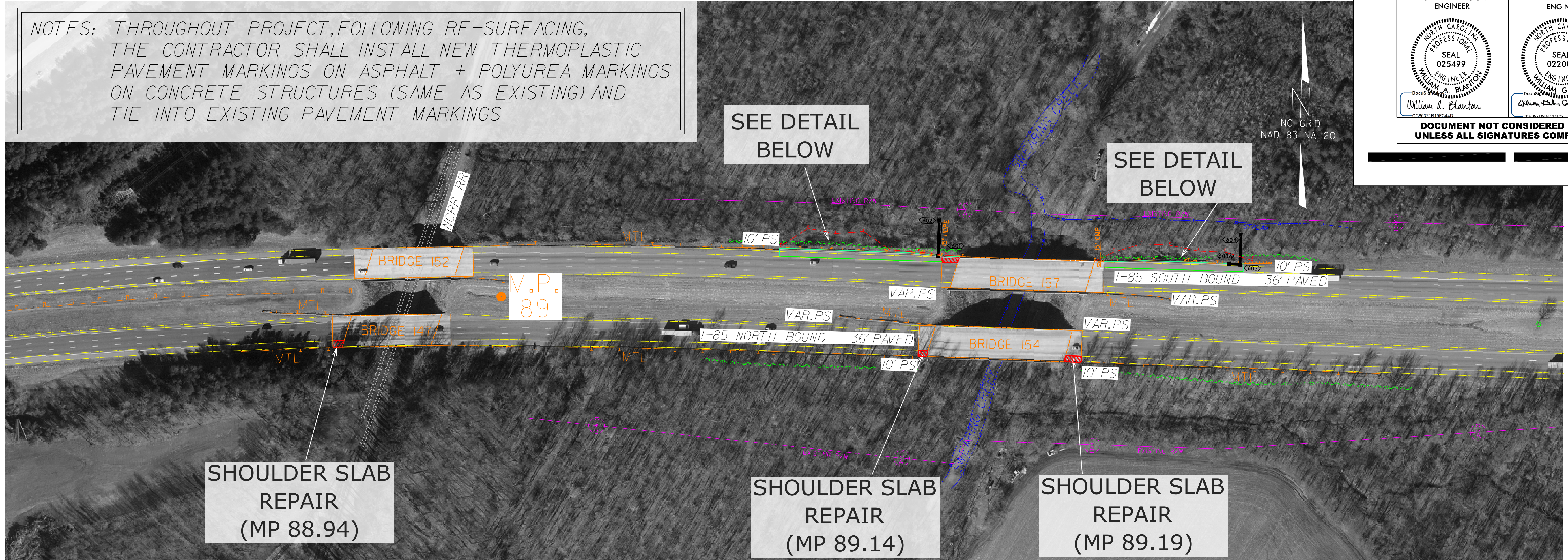
NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS ON CONCRETE STRUCTURES (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

REVISIONS

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PROJECT REFERENCE NO. 1-5950	SHEET NO. 6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS ON CONCRETE STRUCTURES (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS


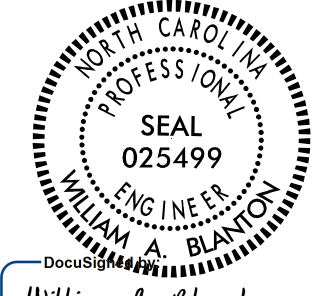


DETAIL OF SHOULDER BERM GUTTER AREA

NOTE:
SEE SHEET X-1 TO X-5
FOR CROSS SECTIONS

REVISIONS

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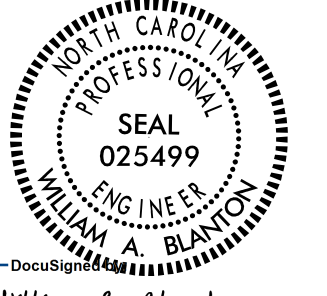
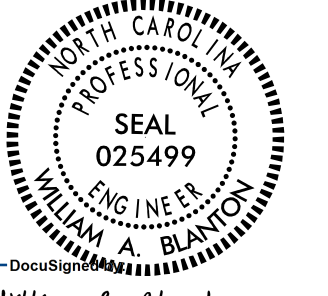
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RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
William A. Blanton CC88371819FC44D	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS ON CONCRETE STRUCTURES (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

REVISIONS

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PROJECT REFERENCE NO. 1-5950	SHEET NO. 8
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
	
William A. Blanton CC06371818E6463	William A. Blanton CC06371818E6463
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REVISIONS

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NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS ON CONCRETE STRUCTURES (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

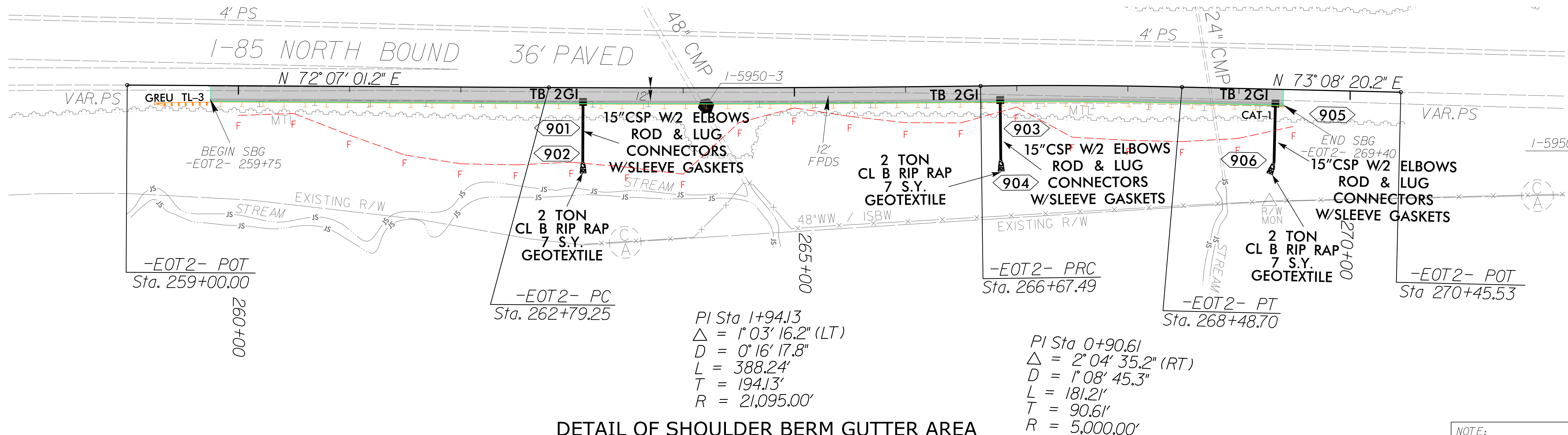
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PROJECT REFERENCE NO. 1-5950	SHEET NO. 9
R/W SHEET NO. ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS ON CONCRETE STRUCTURES (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS



SEE DETAIL BELOW



DETAIL OF SHOULDER BERM GUTTER AREA

NOTE:
SEE SHEET X-6 TO X-15
FOR CROSS SECTIONS

REVISIONS

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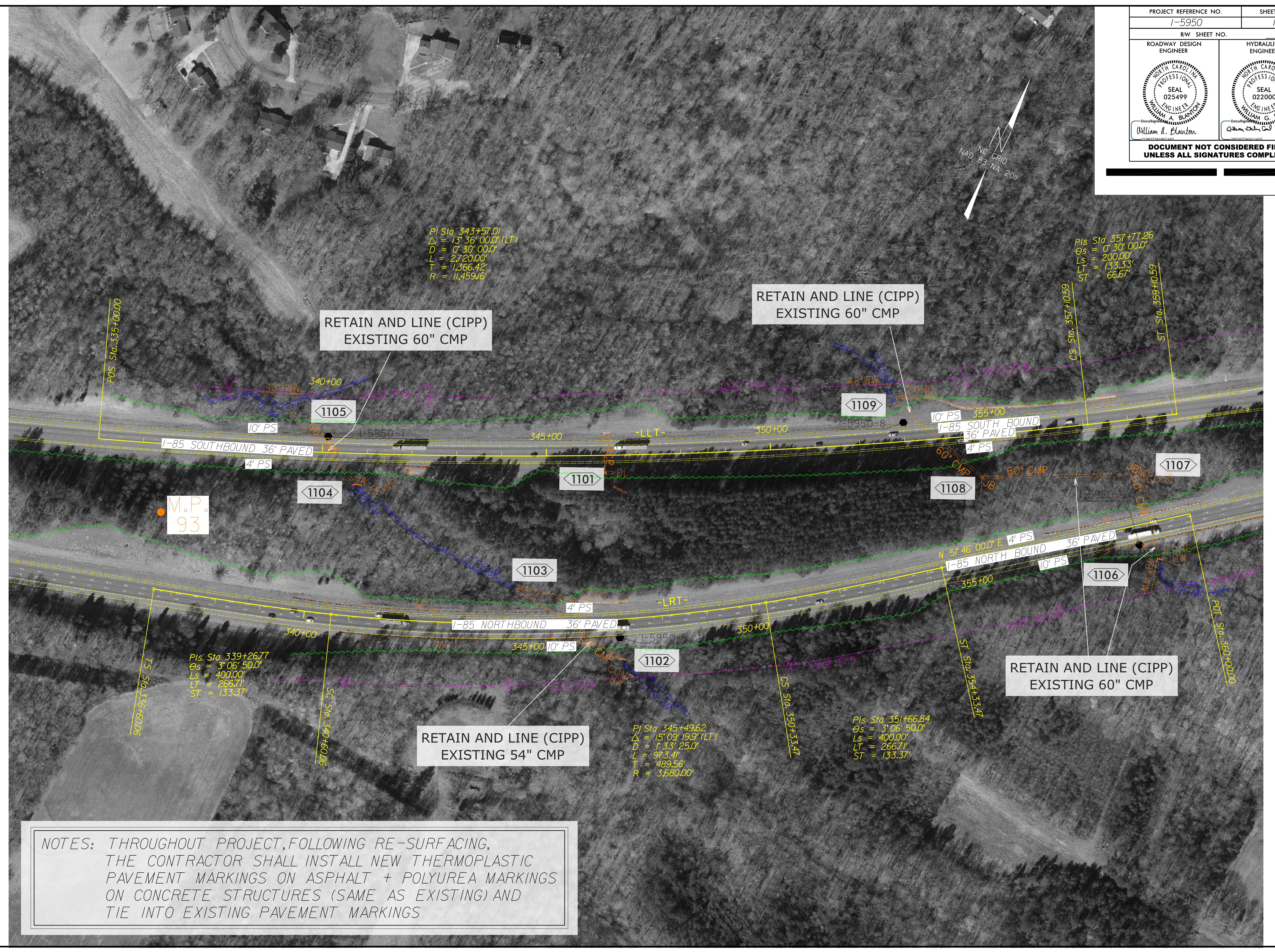


NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS ON CONCRETE STRUCTURES (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

REVISIONS

8/17/99
 27-JUN-2022 15:43
 S:\Projects\Development\TIP-Projects\I-5950-85_Davidson\Roadway\I-5950-ddc.pshl@dgn
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PROJECT REFERENCE NO. I-5950	SHEET NO. 11
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DocuSign William A. Blanton	DocuSign William G. Calhoun
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PI Sta 343+57.01
 $\Delta = 13^{\circ} 36' 00.0"$ (LT)
 $D = 0^{\circ} 30' 00.0"$
 $L = 2,720.00'$
 $T = 1,366.42'$
 $R = 11,459.16'$

PIs Sta. 357+77.26
 $\Theta_s = 0^{\circ} 30' 00.0"$
 $L_s = 200.00'$
 $LT = 133.33'$
 $ST = 66.67'$

PIs Sta 339+26.77
 $\Theta_s = 3^{\circ} 06' 50.0"$
 $L_s = 400.00'$
 $LT = 266.71'$
 $ST = 133.37'$

PI Sta 345+49.62
 $\Delta = 15^{\circ} 09' 19.9"$ (LT)
 $D = 1^{\circ} 33' 25.0"$
 $L = 973.41'$
 $T = 489.56'$
 $R = 3,680.00'$

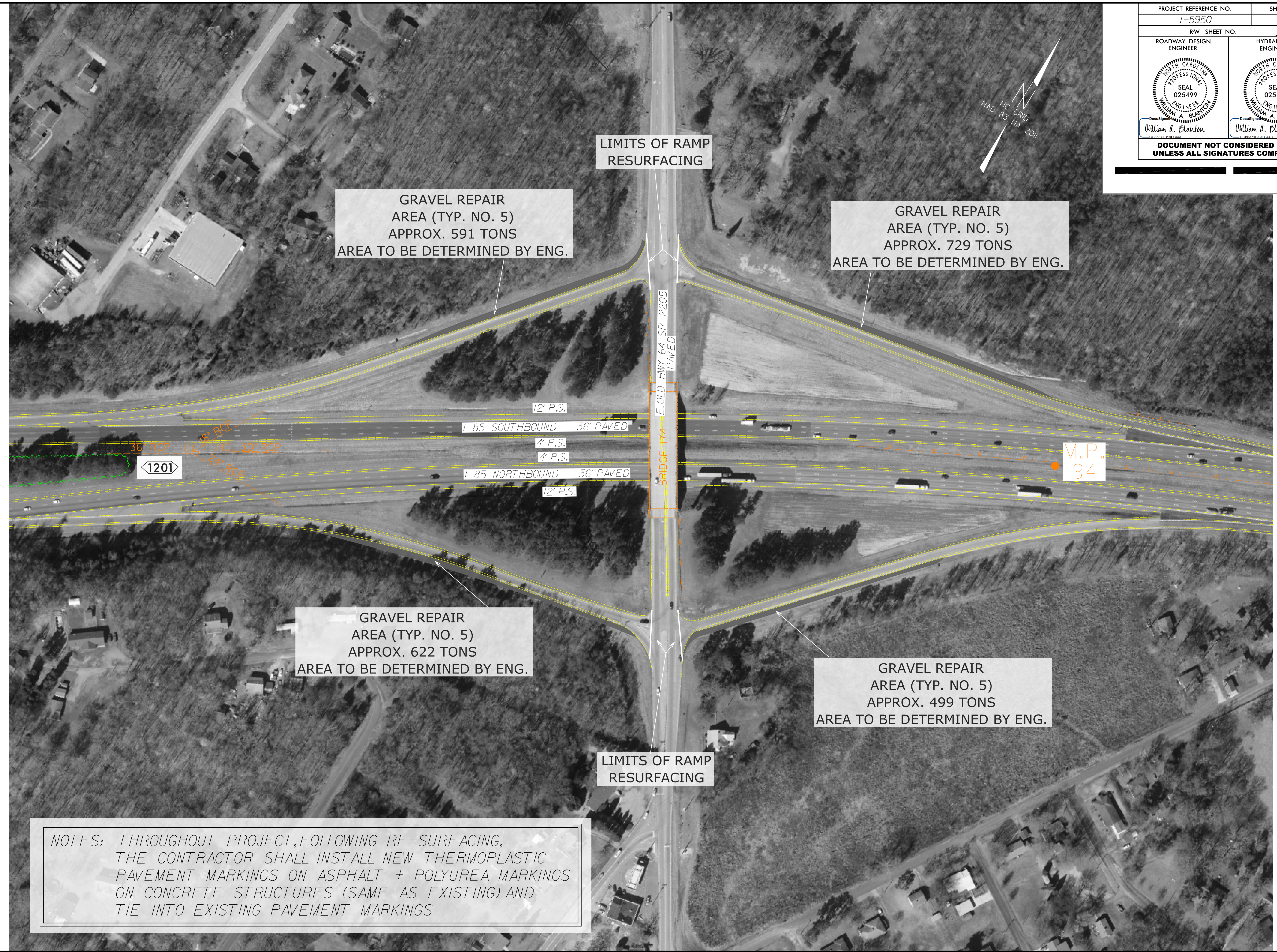
PIs Sta 351+66.84
 $\Theta_s = 3^{\circ} 06' 50.0"$
 $L_s = 400.00'$
 $LT = 266.71'$
 $ST = 133.37'$

NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS ON CONCRETE STRUCTURES (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

REVISIONS

06-JUL-2022 14:34
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 8/17/99

PROJECT REFERENCE NO. 1-5950	SHEET NO. 12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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LIMITS OF RAMP RESURFACING

GRAVEL REPAIR AREA (TYP. NO. 5)
APPROX. 591 TONS
AREA TO BE DETERMINED BY ENG.

GRAVEL REPAIR AREA (TYP. NO. 5)
APPROX. 729 TONS
AREA TO BE DETERMINED BY ENG.

GRAVEL REPAIR AREA (TYP. NO. 5)
APPROX. 622 TONS
AREA TO BE DETERMINED BY ENG.

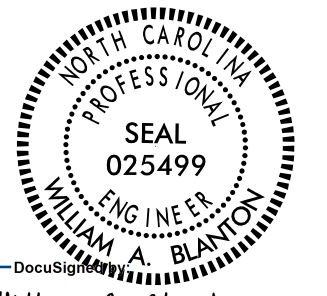
GRAVEL REPAIR AREA (TYP. NO. 5)
APPROX. 499 TONS
AREA TO BE DETERMINED BY ENG.

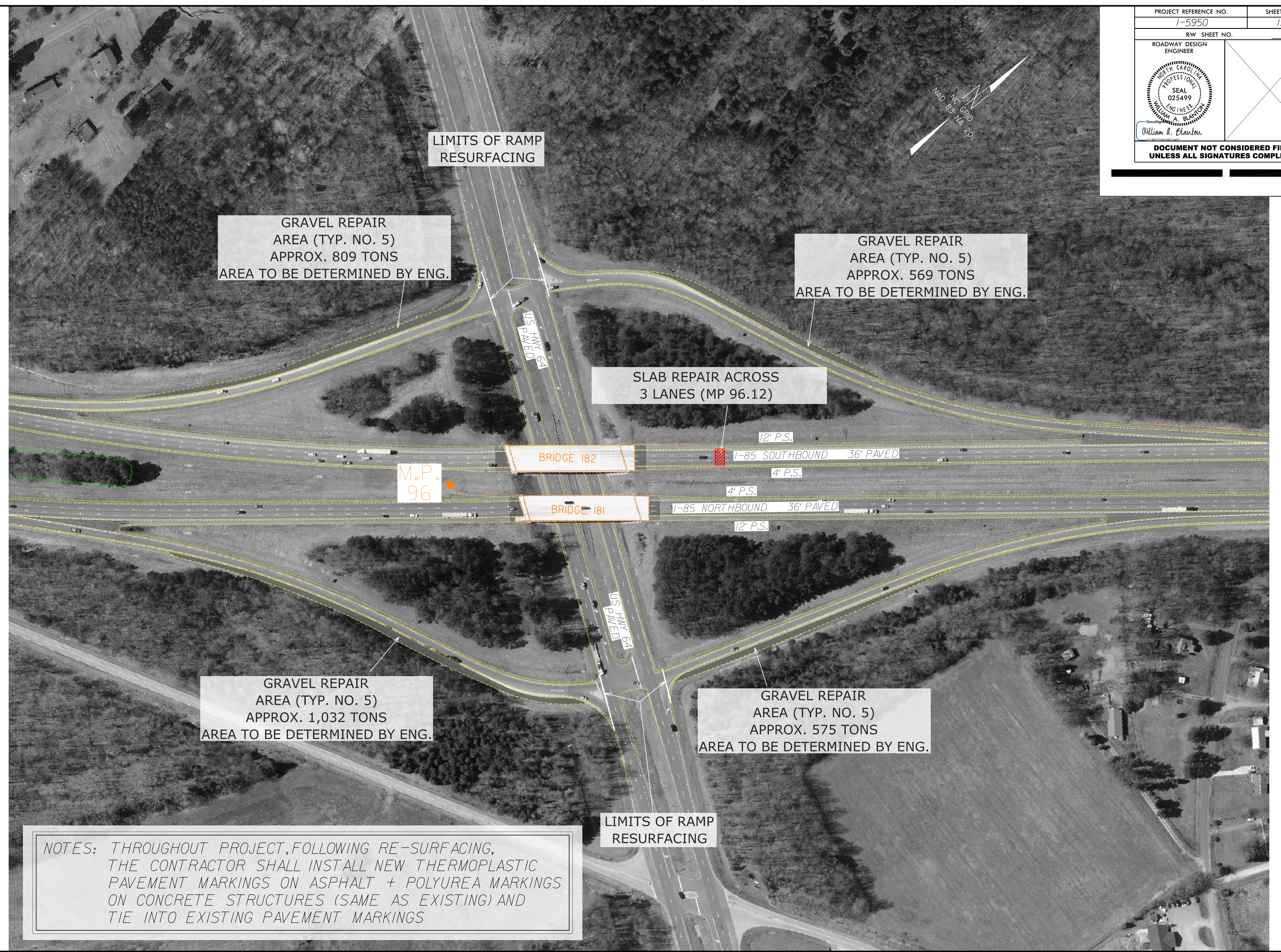
LIMITS OF RAMP RESURFACING

NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING, THE CONTRACTOR SHALL INSTALL NEW THERMOPLASTIC PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS ON CONCRETE STRUCTURES (SAME AS EXISTING) AND TIE INTO EXISTING PAVEMENT MARKINGS

REVISIONS

8/17/99
28-JUN-2022 15:59
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PROJECT REFERENCE NO.	SHEET NO.
1-5950	13
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	
	
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LIMITS OF RAMP
RESURFACING

GRAVEL REPAIR
AREA (TYP. NO. 5)
APPROX. 809 TONS
AREA TO BE DETERMINED BY ENG.

GRAVEL REPAIR
AREA (TYP. NO. 5)
APPROX. 569 TONS
AREA TO BE DETERMINED BY ENG.

SLAB REPAIR ACROSS
3 LANES (MP 96.12)

BRIDGE 182

I-85 SOUTHBOUND 36' PAVED

M.P.
96

BRIDGE 181

I-85 NORTHBOUND 36' PAVED

GRAVEL REPAIR
AREA (TYP. NO. 5)
APPROX. 1,032 TONS
AREA TO BE DETERMINED BY ENG.

GRAVEL REPAIR
AREA (TYP. NO. 5)
APPROX. 575 TONS
AREA TO BE DETERMINED BY ENG.

LIMITS OF RAMP
RESURFACING

NOTES: THROUGHOUT PROJECT, FOLLOWING RE-SURFACING,
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PAVEMENT MARKINGS ON ASPHALT + POLYUREA MARKINGS
ON CONCRETE STRUCTURES (SAME AS EXISTING) AND
TIE INTO EXISTING PAVEMENT MARKINGS

REVISIONS

8/17/99
29-JUN-2022 13:47
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