

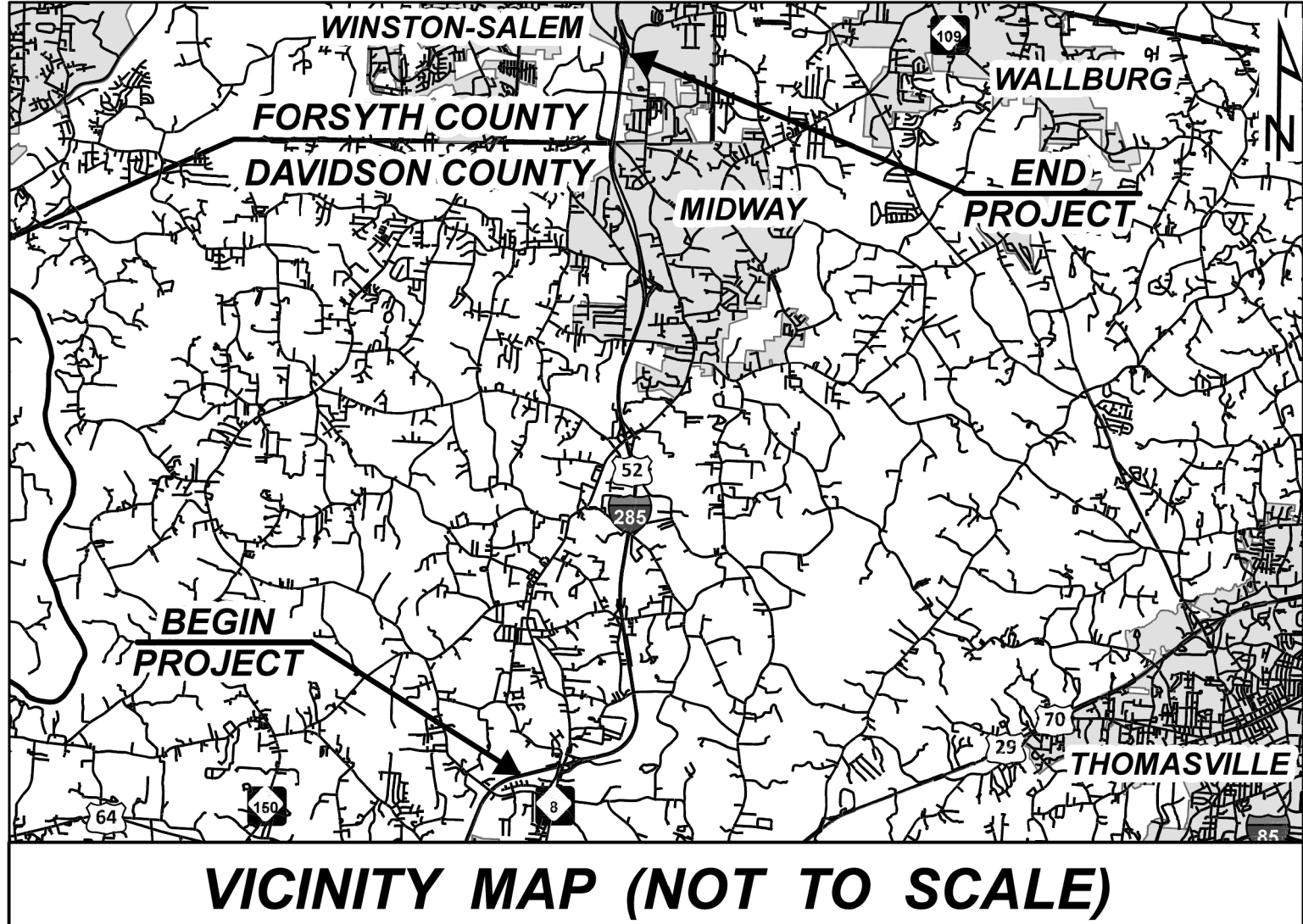
05-NOV-2025 13:41
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\$\$\$\$\$USERNAME\$\$\$\$\$

09/08/99

TIP PROJECT: HI-0005

CONTRACT: C205098

See Sheet 1A For Index of Sheets



VICINITY MAP (NOT TO SCALE)

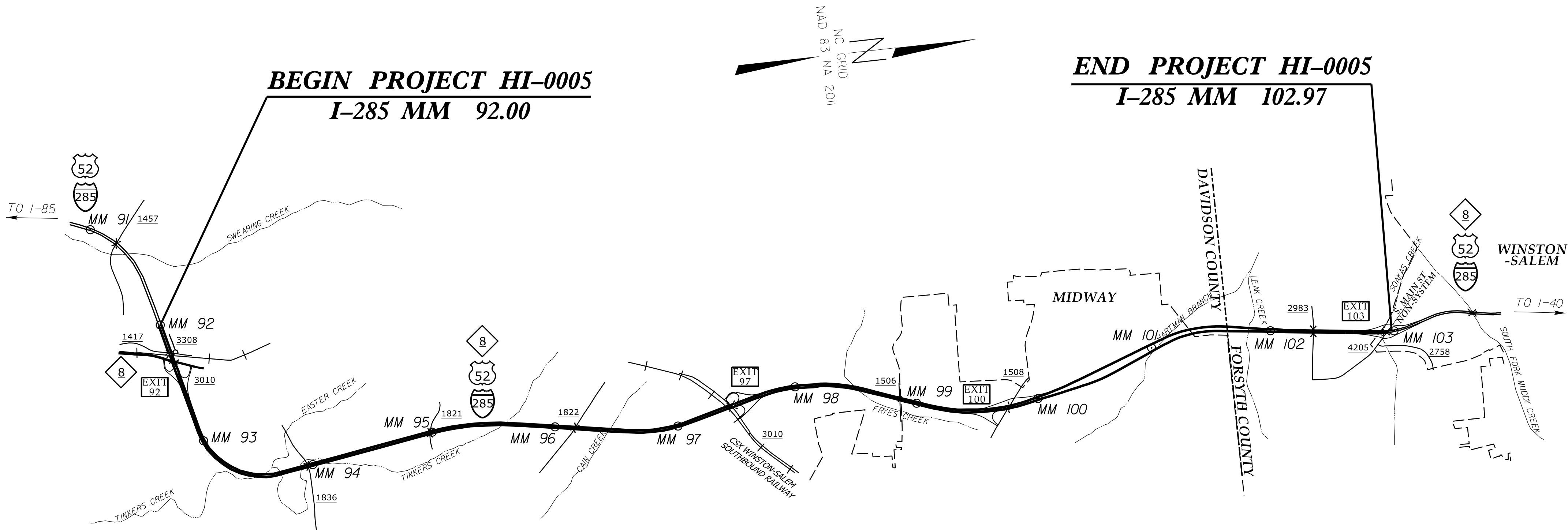
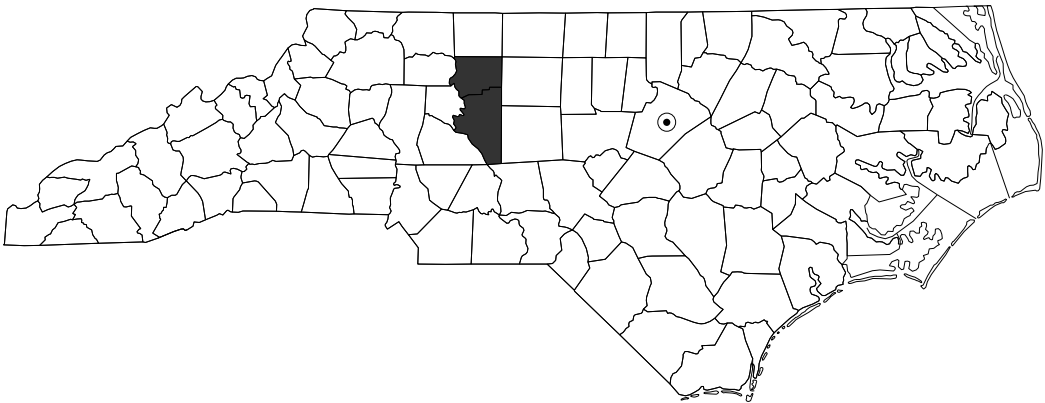
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

DAVIDSON & FORSYTH COUNTIES

LOCATION: I-285/US 52/NC 8 FROM SR 3010 (OLD US 52)
IN DAVIDSON COUNTY TO SR 4205 (S. MAIN ST.)
IN FORSYTH COUNTY

TYPE OF WORK: PAVEMENT REHABILITATION

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HI-0005	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
49996.1.1	0285003	PE	
49996.3.1	0285003	CON	



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES
N/A

DESIGN DATA

ADT 2025 = 44,900
ADT 2045 = 51,800
K = 9 %
D = 55 %
T = 11 % *
V = 70 MPH
* TTST=7% DUAL=4%
FUNC CLASS =
INTERSTATE

PROJECT LENGTH

TOTAL LENGTH TIP PROJECT HI-0005 = 10.970 MILES

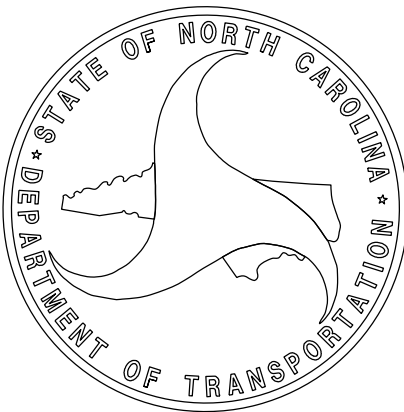
Prepared In the Office of:
DIVISION OF HIGHWAYS
NINTH DIVISION DESIGN/CONSTRUCT
375 SILAS CREEK PKWY, WINSTON-SALEM, NC 27127
2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: N/A	DANIEL C. ULRICH, PE, PLS PROJECT ENGINEER
LETTING DATE: FEBRUARY 17, 2026	DANIEL C. ULRICH, PE, PLS PROJECT DESIGN ENGINEER

ROADWAY DESIGN
ENGINEER

DocuSigned by:
Daniel Ulrich
0138A989E81E400
SIGNATURE:

PROFESSIONAL
SEAL
056044
ENGINEER
DANIEL C. ULRICH
P.E.



INDEX OF SHEETS	
SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
2A	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
3B-1 THRU 3B-4	ROADWAY SUMMARIES
4	PLAN
TMP-1 THRU TMP-23	TRAFFIC MANAGEMENT PLANS

2024 ROADWAY ENGLISH STANDARD DRAWINGS

STD.NO.	TITLE
DIVISION 2 – EARTHWORK	
225.01	Guide for Grading Subgrade – Interstate and Freeway
DIVISION 7 – CONCRETE PAVEMENTS AND SHOULDERS	
700.01	Concrete Pavement Joints – Construction and Contraction Joints
700.02	Expansion Joint Layout – for Rigid Doweled Pavement at Bridges
700.03	Dowel Assembly
700.04	Concrete Pavement Header Board
700.05	Tying Proposed Pavement to Existing Pavement
720.01	Concrete Shoulder – Stamped or Rolled Rumble Strips, Milled Rumble Strips
720.02	Limits of Concrete Shoulder Rumble Strips

EFF. 01-16-2024
REV.

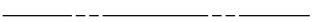
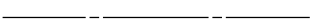
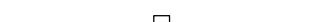
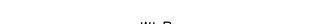
GENERAL NOTES: NO GENERAL NOTES APPLY

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HI-0005	1A
	ROADWAY DESIGN ENGINEER
	SEAL 056044 DANIEL C. DUCH Daniel Duche 9138A066F51E400
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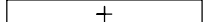
CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale

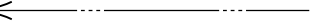
BOUNDARIES AND PROPERTY:

State Line	
County Line	
Township Line	
City Line	
Reservation Line	
Property Line	
Existing Iron Pin (EIP)	
Computed Property Corner	
Existing Concrete Monument (ECM)	
Parcel/Sequence Number	
Existing Fence Line	
Proposed Woven Wire Fence	
Proposed Chain Link Fence	
Proposed Barbed Wire Fence	
Existing Wetland Boundary	
Proposed Wetland Boundary	
Existing Endangered Animal Boundary	
Existing Endangered Plant Boundary	
Existing Historic Property Boundary	
Known Contamination Area: Soil	
Potential Contamination Area: Soil	
Known Contamination Area: Water	
Potential Contamination Area: Water	
Contaminated Site: Known or Potential	

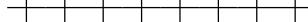
BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	
Sign	
Well	
Small Mine	
Foundation	
Area Outline	
Cemetery	
Building	
School	
Church	
Dam	

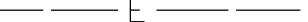
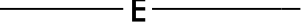
HYDROLOGY:

Stream or Body of Water	
Hydro, Pool or Reservoir	
Jurisdictional Stream	
Buffer Zone 1	
Buffer Zone 2	
Flow Arrow	
Disappearing Stream	
Spring	
Wetland	
Proposed Lateral, Tail, Head Ditch	
False Sump	

RAILROADS:

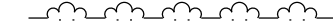
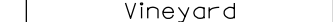
Standard Gauge	
RR Signal Milepost	
Switch	
RR Abandoned	
RR Dismantled	

RIGHT OF WAY & PROJECT CONTROL:

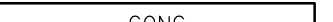
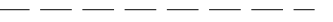
Primary Horiz Control Point	
Primary Horiz and Vert Control Point	
Secondary Horiz and Vert Control Point	
Vertical Benchmark	
Existing Right of Way Monument	
Proposed Right of Way Monument (Rebar and Cap)	
Proposed Right of Way Monument (Concrete)	
Existing Permanent Easement Monument	
Proposed Permanent Easement Monument (Rebar and Cap)	
Existing C/A Monument	
Proposed C/A Monument (Rebar and Cap)	
Proposed C/A Monument (Concrete)	
Existing Right of Way Line	
Proposed Right of Way Line	
Existing Control of Access Line	
Proposed Control of Access Line	
Proposed ROW and CA Line	
Existing Easement Line	
Proposed Temporary Construction Easement	
Proposed Temporary Drainage Easement	
Proposed Permanent Drainage Easement	
Proposed Permanent Drainage/Utility Easement	
Proposed Permanent Utility Easement	
Proposed Temporary Utility Easement	
Proposed Aerial Utility Easement	

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	
Existing Curb	
Proposed Slope Stakes Cut	
Proposed Slope Stakes Fill	
Proposed Curb Ramp	
Existing Metal Guardrail	
Proposed Guardrail	
Existing Cable Guiderail	
Proposed Cable Guiderail	
Equality Symbol	
Pavement Removal	
VEGETATION:	
Single Tree	
Single Shrub	
Hedge	

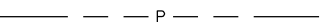
Woods Line	
Orchard	
Vineyard	

EXISTING STRUCTURES:

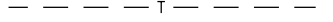
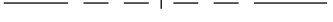
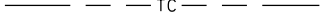
MAJOR:	
Bridge, Tunnel or Box Culvert	
Bridge Wing Wall, Head Wall and End Wall	
MINOR:	
Head and End Wall	
Pipe Culvert	
Footbridge	
Drainage Box: Catch Basin, DI or JB	
Paved Ditch Gutter	
Storm Sewer Manhole	
Storm Sewer	

UTILITIES:

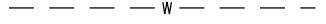
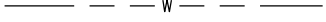
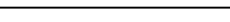
* SUE – Subsurface Utility Engineering
LOS – Level of Service – A,B,C or D (Accuracy)

POWER:	
Existing Power Pole	
Proposed Power Pole	
Existing Joint Use Pole	
Proposed Joint Use Pole	
Power Manhole	
Power Line Tower	
Power Transformer	
U/G Power Cable Hand Hole	
H-Frame Pole	
U/G Power Line Test Hole (SUE – LOS A)*	
U/G Power Line (SUE – LOS B)*	
U/G Power Line (SUE – LOS C)*	
U/G Power Line (SUE – LOS D)*	

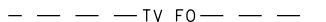
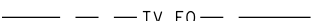
TELEPHONE:

Existing Telephone Pole	
Proposed Telephone Pole	
Telephone Manhole	
Telephone Pedestal	
Telephone Cell Tower	
U/G Telephone Cable Hand Hole	
U/G Telephone Test Hole (SUE – LOS A)*	
U/G Telephone Cable (SUE – LOS B)*	
U/G Telephone Cable (SUE – LOS C)*	
U/G Telephone Cable (SUE – LOS D)*	
U/G Telephone Conduit (SUE – LOS B)*	
U/G Telephone Conduit (SUE – LOS C)*	
U/G Telephone Conduit (SUE – LOS D)*	
U/G Fiber Optics Cable (SUE – LOS B)*	
U/G Fiber Optics Cable (SUE – LOS C)*	
U/G Fiber Optics Cable (SUE – LOS D)*	

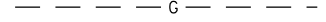
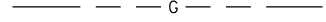
WATER:

Water Manhole	
Water Meter	
Water Valve	
Water Hydrant	
U/G Water Line Test Hole (SUE – LOS A)*	
U/G Water Line (SUE – LOS B)*	
U/G Water Line (SUE – LOS C)*	
U/G Water Line (SUE – LOS D)*	
Above Ground Water Line	

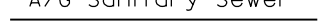
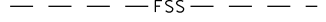
TV:

TV Pedestal	
TV Tower	
U/G TV Cable Hand Hole	
U/G TV Test Hole (SUE – LOS A)*	
U/G TV Cable (SUE – LOS B)*	
U/G TV Cable (SUE – LOS C)*	
U/G TV Cable (SUE – LOS D)*	
U/G Fiber Optic Cable (SUE – LOS B)*	
U/G Fiber Optic Cable (SUE – LOS C)*	
U/G Fiber Optic Cable (SUE – LOS D)*	

GAS:

Gas Valve	
Gas Meter	
U/G Gas Line Test Hole (SUE – LOS A)*	
U/G Gas Line (SUE – LOS B)*	
U/G Gas Line (SUE – LOS C)*	
U/G Gas Line (SUE – LOS D)*	
Above Ground Gas Line	

SANITARY SEWER:

Sanitary Sewer Manhole	
Sanitary Sewer Cleanout	
U/G Sanitary Sewer Line	
Above Ground Sanitary Sewer	
SS Force Main Line Test Hole (SUE – LOS A)*	
SS Force Main Line (SUE – LOS B)*	
SS Force Main Line (SUE – LOS C)*	
SS Force Main Line (SUE – LOS D)*	

MISCELLANEOUS:

Utility Pole	
Utility Pole with Base	
Utility Located Object	
Utility Traffic Signal Box	
Utility Unknown U/G Line (SUE – LOS B)*	
U/G Tank; Water, Gas, Oil	
Underground Storage Tank, Approx. Loc.	
A/G Tank; Water, Gas, Oil	
Geoenvironmental Boring	
Abandoned According to Utility Records	
End of Information	

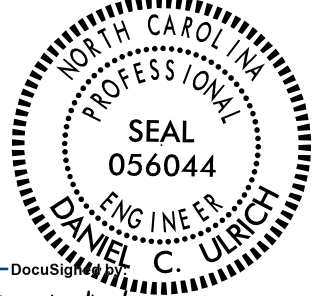
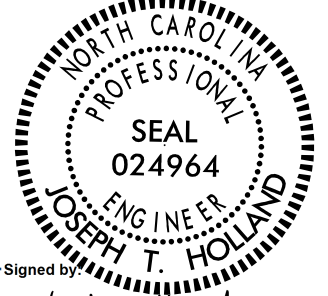
REVISIONS

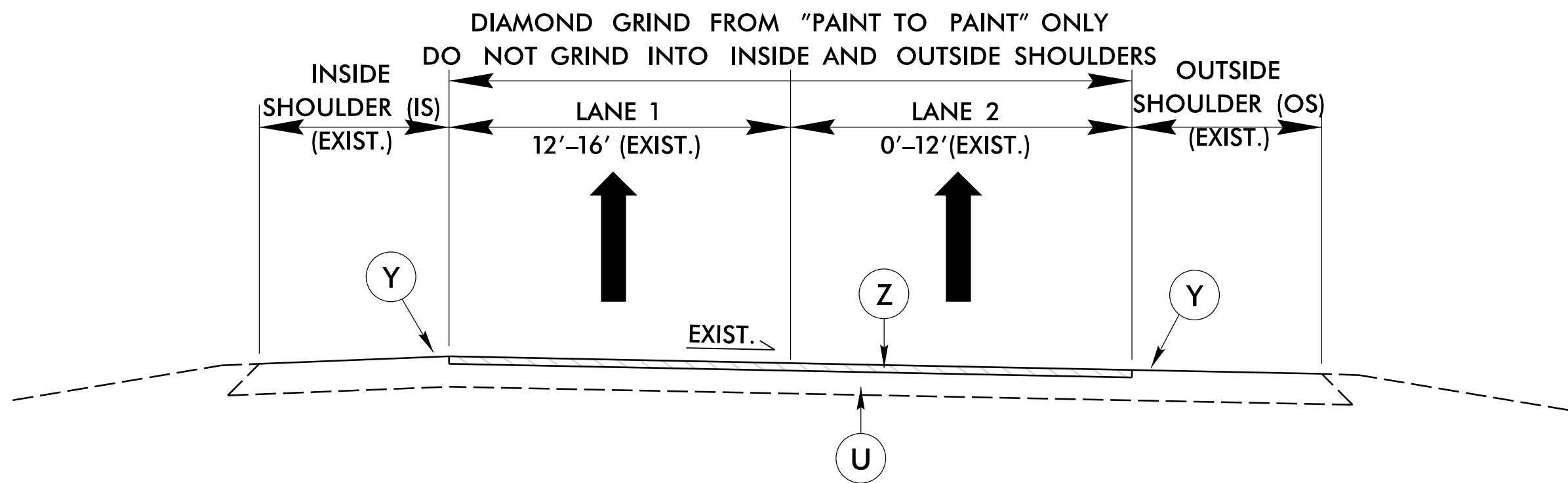
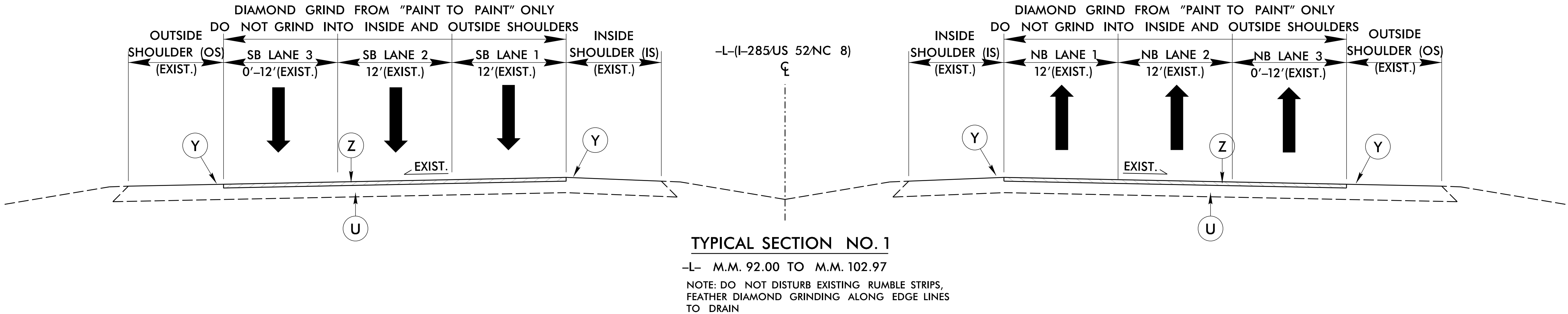
8/17/99

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

PAVEMENT SCHEDULE			
R	VAR. DEPTH REPAIR OF JOINTED CONCRETE PAVEMENT SLABS (MATCH DEPTH TO ADJACENT PAVEMENT)	Y	MILLED CONCRETE RUMBLE STRIPS (FOR SHOULDER LOCATIONS WITH PCCP SLAB REPAIR)
U	EXISTING PAVEMENT	Z	DIAMOND GRINDING

NOTE: PAV. EDGES ARE 1:1 UNLESS SHOWN OTHERWISE.

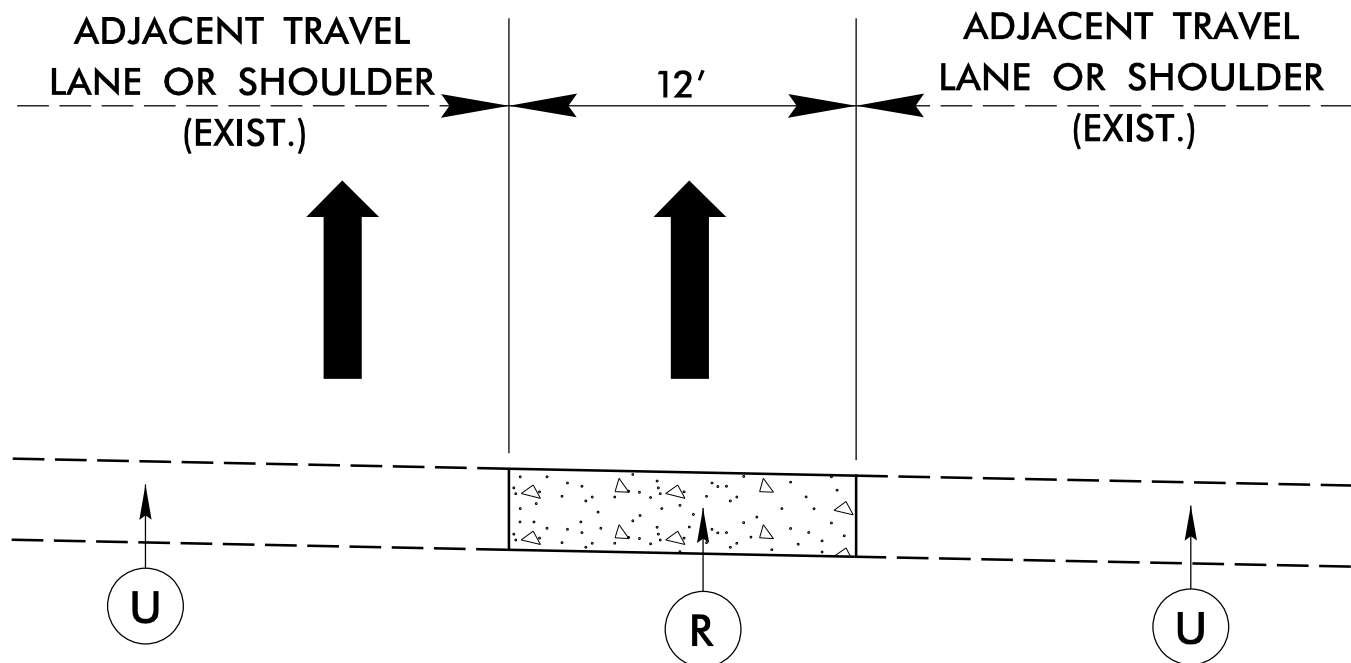
PROJECT REFERENCE NO.		SHEET NO.	
HI-0005		2A	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		PAVEMENT DESIGN ENGINEER	
			
Signed: <u>David Ulrich</u>		Signed: <u>Joseph T. Holland</u>	
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



TYPICAL SECTION NO. 2

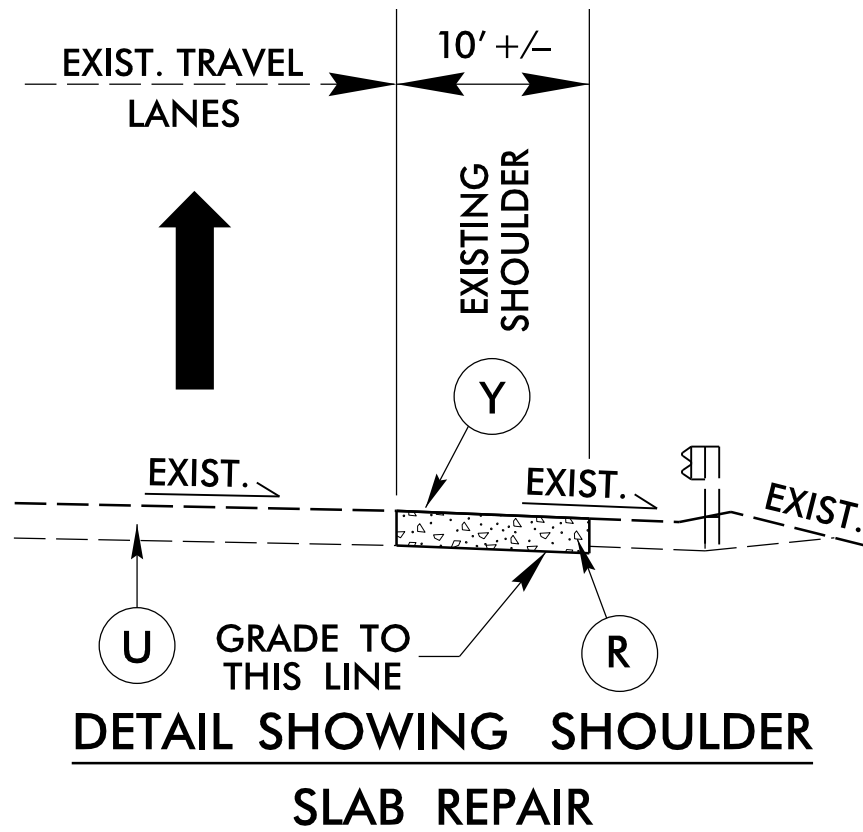
CONCRETE RAMPS TO AND FROM:
EXIT 92 NC 8 (OLD US 52 (2 RAMPS + 2 LOOPS)
EXIT 97 SR 2932/SR 3010 (OLD US HWY 52) (2 RAMPS, + 2 LOOPS)
EXIT 100 SR 1508 (HICKORY TREE RD) (3 RAMPS, 1 LOOP)
EXIT 103 SR 4205 (2 RAMPS, SB ON-RAMP & NB OFF-RAMP ONLY)

NOTE: DO NOT DISTURB EXISTING RUMBLE STRIPS, FEATHER DIAMOND GRINDING ALONG EDGE LINES TO DRAIN



DETAIL SHOWING TRAVEL
LANE SLAB REPAIR

NOTE:
REPAIR SLAB PRIOR TO DIAMOND GRINDING



5/28/99

5-N04-2025-1309
p17/ncerrmncdot-pw-01/Documents/Division_09/HI-0005/Roadway/Design/Hi-0005-D09-SUM
USER NAME: 88888

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF QUANTITIES
SLAB REPAIR SUMMARY

SOUTHBOUND									NORTHBOUND								
TMP LOCATION NO.	MILE MARKER/ RAMP	LANE	X (LONGITUDE)	Y (LATITUDE)	WIDTH (FT)	LENGTH (FT)	AREA (SF)		TMP LOCATION NO.	MILE MARKER/ RAMP	LANE	X (LONGITUDE)	Y (LATITUDE)	WIDTH (FT)	LENGTH (FT)	AREA (SF)	
1	92.34	3	-80.24760363	35.87360194	12	6	72		3	92.50	1,2	-80.24487825	35.87377604	24	60	1440	
2	92.39	1,2	-80.24675506	35.87377631	24	20	480		8	94.46	2	-80.23249472	35.89488853	12	6	72	
4	92.60	1,2	-80.24335608	35.87447087	12	6	72		9	94.64	1,2	-80.23303546	35.89748089	24	20	480	
5	92.66	2	-80.24217053	35.87471776	12	6	72		11	95.35	2	-80.23454233	35.9077358	12	6	72	
6	93.62	1,2	-80.23064098	35.88290429	24	20	480		12	95.52	2	-80.23440571	35.91020921	12	20	240	
7	93.73	1,2	-80.23079827	35.88451913	24	20	480		13	96.23	2	-80.23250663	35.92035335	12	6	72	
10	94.84	2	-80.23410674	35.900362	12	6	72		14	96.62	1,2	-80.2314086	35.92591943	12	6	72	
17	96.65	2	-80.23184594	35.92621494	12	6	72		15	96.64	1,2	-80.23135077	35.92630926	24	40	960	
18	96.64	2	-80.23181046	35.92642907	12	12	144		16	96.76	1,2	-80.23118979	35.92799969	24	20	480	
22	EXIT 97 ON RAMP	1	-80.23571484	35.93816183	16	12	192		19	EXIT 97 OFF RAMP	1	-80.2337977	35.93864754	16	30	480	
23	97.68	1,2	-80.23509041	35.9408928	24	40	960		20	97.80	3	-80.23505119	35.9426563	12	6	72	
26	98.19	1,2	-80.23593317	35.94825066	24	40	960		21	97.88	3, OS	-80.23527223	35.94369522	12	20	240	
30	99.36	1,2	-80.23025688	35.96437655	24	100	2400		24	98.01	2	-80.23553761	35.94558639	12	80	960	
32	EXIT 100 ON RAMP	1	-80.23107346	35.97062552	16	20	320		25	98.35	OS	-80.23506667	35.95059409	12	12	144	
33	99.99	2	-80.23085786	35.97352847	12	40	480		27	98.55	1,2	-80.23415066	35.95331759	24	160	3840	
44	100.15	2	-80.23149285	35.9753341	12	6	72		28	98.64	1,2	-80.23347984	35.95482665	24	160	3840	
45	100.43	1,2	-80.23318828	35.97948097	24	20	480		29	98.69	2	-80.23329125	35.95527122	12	20	240	
46	100.65	2	-80.23463524	35.98259322	12	20	240		31	EXIT 100 ON RAMP	1	-80.22911798	35.96832856	16	20	320	
47	100.69	OS	-80.23490686	35.9831703	10	40	400		34	100.47	2	-80.23222131	35.98053068	12	6	72	
48	100.88	OS	-80.23612335	35.98583668	10	40	400		35	100.62	2	-80.23298955	35.98246081	12	6	72	
49	100.89	2, OS	-80.2362789	35.98609056	22	40	880		36	100.87	2	-80.23483071	35.98578256	12	6	72	
50	100.94	1,2	-80.236579	35.98677368	24	6	144		37	100.94	1,2	-80.23529354	35.98679738	24	20	480	
51	100.98	IS,1,2,OS	-80.23675396	35.9872114	38	100	3800		38	101.08	2	-80.2363203	35.98860938	12	6	72	
52	101.09	1	-80.23732489	35.9884931	12	20	240		39	101.36	2	-80.23775041	35.99254338	12	20	240	
52	101.10	1,2	-80.23738482	35.98861954	24	6	144		40	101.44	2	-80.23786297	35.99365619	24	20	480	
53	101.28	IS,1	-80.23824672	35.99116974	16	40	640		41	101.49	1,2	-80.23785465	35.99437732	24	6	144	
53	101.29	2	-80.2383059	35.9912792	12	6	72		42	101.56	2	-80.23776126	35.99555751	12	20	240	
54	101.36	1,2	-80.23850741	35.9923714	24	6	144		43	101.80	OS	-80.23733985	35.99877424	12	20	240	
55	101.45	1,2	-80.23866559	35.99385691	24	6	144		60	102.00	2	-80.23698776	36.00169883	12	60	720	
56	101.65	1,2	-80.23832269	35.99663136	24	40	960		61	102.02	2	-80.2369457	36.00194421	12	10	120	
57	101.67	2	-80.2382698	35.9969855	12	20	240		62	102.48	OS	-80.23603185	36.0085952	10	80	800	
57	101.68	1	-80.23822202	35.99706034	12	10	120		63	102.52	OS	-80.23591441	36.00920637	10	60	600	
58	101.70	2	-80.23818976	35.99735519	12	30	360		64	102.72	2	-80.23555087	36.01200536	12	10	120	
59	101.85	OS	-80.23775377	35.99958524	10	40	400		65	EXIT 103 OFF RAMP	1	-80.23520065	36.01264901	12	20	240	
67	101.96	OS	-80.23747365	36.00123767	10	140	1400		66	EXIT 103 OFF RAMP	1	-80.23459274	36.01447424	16	10	160	
68	102.02	OS	-80.23731411	36.00195378	12	6	72							TOTAL AREA=		18896	SF
69	102.04	OS	-80.23725883	36.00225596	10	80	800							TOTAL AREA=		2099.6	SY
70	102.13	OS	-80.23704186	36.00359817	10	300	3000							TOTAL AREA NB & SB=		4649.3	SY
71	102.32	2	-80.23661444	36.00633527	12	40	480								SAY=	4650	SY
72	102.88	OS	-80.23558954	36.01428687	10	6	60										
					TOTAL AREA=		22948	SF	CLASS IV SUBGRADE STABILIZATION CONTINGENCY FOR USE AT DISCRETION OF ENGINEER FOR SLAB REPAIRS:								
					TOTAL AREA=		2549.8	SY		SHALLOW UNDERCUT		CLASS IV SUB. STABIL.			GEOTEXTILE FOR SUB. STABIL.		
										780 CY		1570 TONS			2330 SY		

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

SUMMARY OF QUANTITIES FLEXIBLE REPAIR FOR EXISTING PAVEMENT CRACKS

SOUTHBOUND			SOUTHBOUND			SOUTHBOUND			SOUTHBOUND		
MILE MARKER/RAMP	LANE	NO. OF SLABS	MILE MARKER/RAMP	LANE	NO. OF SLABS	MILE MARKER/RAMP	LANE	NO. OF SLABS	MILE MARKER/RAMP	LANE	NO. OF SLABS
EXIT 92 ON	1	1	99.33	1,2	2	100.27	1	1	101.50	1,2	2
97.39	1,2,3	3	99.42	2	3	100.46	2	1	101.51	2	1
EXIT 97 ON RAMP	1	33	EXIT 100 ON RAMP	1	2	100.50	1,2	2	101.52	1,2	2
EXIT 97 ON RAMP	1	11	EXIT 100 ON RAMP	1	21	100.52	1,2	2	101.54	1,2	2
EXIT 97 ON RAMP	1	2	99.56	2	1	100.53	1,2	2			
EXIT 97 OFF RAMP	2	4	EXIT 100 ON RAMP	1	1	100.55	1,2	2			
EXIT 97 OFF RAMP	1	36	EXIT 100 ON RAMP	1	1	100.56	1,2	2			
EXIT 97 OFF RAMP	1	5	99.60	2	2	100.58	2	1			
97.70	2	1	EXIT 100 ON RAMP	1	2	100.59	IS,1,2,OS	3			
97.82	2	1	EXIT 100 ON RAMP	1	3	100.60	2	1			
97.83	1,2	2	EXIT 100 ON RAMP	1	7	100.61	IS,1,2,OS	3			
97.85	2	1	EXIT 100 ON RAMP	1	2	100.60	IS,1,2,OS	3			
97.87	2	1	EXIT 100 ON RAMP	1	2	100.64	2	1			
97.90	2	1	EXIT 100 ON RAMP	1	3	100.66	1	1			
97.95	2	1	EXIT 100 ON RAMP	1	3	100.67	2	1			
97.98	2	1	EXIT 100 ON RAMP	1	1	100.70	2	1			
97.99	2	1	EXIT 100 ON RAMP	1	10	100.83	2	1			
98.01	2	1	99.75	2	1	100.91	1,2	2			
98.04	2	4	99.77	2	1	100.95	1,2	2			
98.10	2	1	99.80	2	1	100.98	1,2	5			
98.14	2	1	99.83	2	1	100.99	1,2	2			
98.19	2	1	99.85	2	1	101.00	1,2	2			
98.26	2	1	EXIT 100 OFF RAMP	1	12	101.05	1,2	3			
98.38	1,2	2	EXIT 100 OFF RAMP	1	1	101.08	1,2	3			
98.40	2	1	99.90	2	2	101.12	1,2	2			
98.49	1	1	99.92	2	1	101.12	1,2	2			
98.53	2	1	EXIT 100 OFF RAMP	1	12	101.14	1,2	2			
98.65	1,2	2	EXIT 100 OFF RAMP	1	3	101.20	2	1			
98.73	2	1	99.95	2	1	101.22	2	1			
98.85	1	1	99.97	2	1	101.28	2	1			
98.97	2	1	100.02	1,2	2	101.30	1,2	2			
98.98	2	1	EXIT 100 OFF RAMP	1	3	101.34	1,2	2			
99.05	2	1	100.08	1,2	2	101.37	1,2	2			
99.10	2	1	100.09	1,2	2	101.39	1,2	3			
99.10	2	1	100.10	1,2	2	101.41	2	1			
99.15	2	1	EXIT 100 OFF RAMP	1	13	101.51	1,2	2			
99.17	2	1	100.10	2	1	101.53	2	1			
99.21	2	1	100.11	2	1	101.45	2	1			
99.23	2	1	EXIT 100 OFF RAMP	1	1	101.46	1,2	2			
99.27	2	1	100.13	1,2	2	101.47	2	1			
99.29	2	1	100.14	1,2	2	101.47	2	2			
99.30	2	1	EXIT 100 OFF RAMP	1	4	101.50	1,2	2			

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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF QUANTITIES
FLEXIBLE REPAIR FOR EXISTING PAVEMENT CRACKS CONTINUED

NORTHBOUND			NORTHBOUND			POLYMER REAPAIR TOTAL		
MILE MARKER/RAMP	LANE	# OF SLABS	MILE MARKER/RAMP	LANE	# OF SLABS			
EXIT 92 OFF RAMP	1	1	EXIT 100 ON RAMP	1	1	SOUTHBOUND	358	SLABS
EXIT 92 OFF RAMP	1	1	EXIT 100 ON RAMP	1	9	NORTHBOUND	112	SLABS
EXIT 92 ON RAMP	1	1	EXIT 100 ON RAMP	1	8	TOTAL	470	SLABS
94.41	1	1	99.78	1,2	3	AVERAGE REPAIR LENGTH	20	LF/SLAB
97.49	3, OS	2	100.00	1,2	2	AVERGAE REPAIR CROSS SECTION	0.1	SF
EXIT 97 OFF RAMP	1	1	100.03	2	1	TOTAL POLYMER VOLUME	940	CF
EXIT 97 OFF RAMP	1	1	100.42	2	1	CONVERSION FACTOR CF TO LB	115	LB/CF
EXIT 97 OFF RAMP	1	1	100.76	IS,1,2,OS	3	TOTAL POLYMER	108,100	LB
EXIT 97 ON RAMP	1	1	100.80	2	1	SAY	108,100	LB
EXIT 97 ON RAMP	1	1	100.82	2	5			
EXIT 97 ON RAMP	1	1	100.89	2	5			
EXIT 97 ON RAMP	1	1	100.92	2	5			
EXIT 97 ON RAMP	1	1	100.92	1	1			
EXIT 97 ON RAMP	1	1	100.95	1,2	2			
97.74	2	1	101.17	2	1			
97.80	3, OS	2	101.29	2	1			
97.82	3	1	101.34	2	1			
97.83	2	1	101.41	2	1			
97.92	2	1	101.45	1,2	2			
98.04	2	1	101.46	1,2	2			
98.08	1	1	101.47	2	1			
98.76	2	1	101.48	1,2	2			
98.78	1,2	2	101.53	2	1			
98.85	2	1	101.54	1,2	2			
99.41	2	1	101.55	1,2	2			
EXIT 100 OFF RAMP	1	2	101.61	1,2	2			
EXIT 100 OFF RAMP	1	5						
EXIT 100 OFF RAMP	1	2						
EXIT 100 OFF RAMP	1	2						
EXIT 100 ON RAMP	1	1						
EXIT 100 ON RAMP	1	1						
EXIT 100 ON RAMP	1	4						
EXIT 100 ON RAMP	1	2						

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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

SUMMARY OF QUANTITIES
PATCHING CONCRETE PAVEMENT SPALLS

SOUTHBOUND			NORTHBOUND			PATCHING CONCRETE PAVEMENT SPALLS TOTAL		
MILE MARKER/RAMP	LANE	SPALL AREA (SF)	MILE MARKER/RAMP	LANE	SPALL AREA (SF)			
94.86	2	8	92.38	1	8	SUBTOTAL	280	SF
96.64	2	8	92.58	1	32	CONTINGENCY FACTOR	25%	
EXIT 97 ON RAMP	1	8	92.69	2	8	TOTAL	350.0	
97.71	1,2	24	93.27	1,2	32	SAY	350	SF
99.36	2	8	94.13	2	8			
99.44	2	16	94.92	1,2	24			
99.99	2	8	95.52	1	8			
101.15	2	8	96.29	2	16			
			96.95	2	24			
			98.11	2	8			
			99.22	2	8			
			100.64	2	8			
			101.35	2	8			

