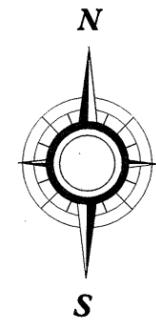
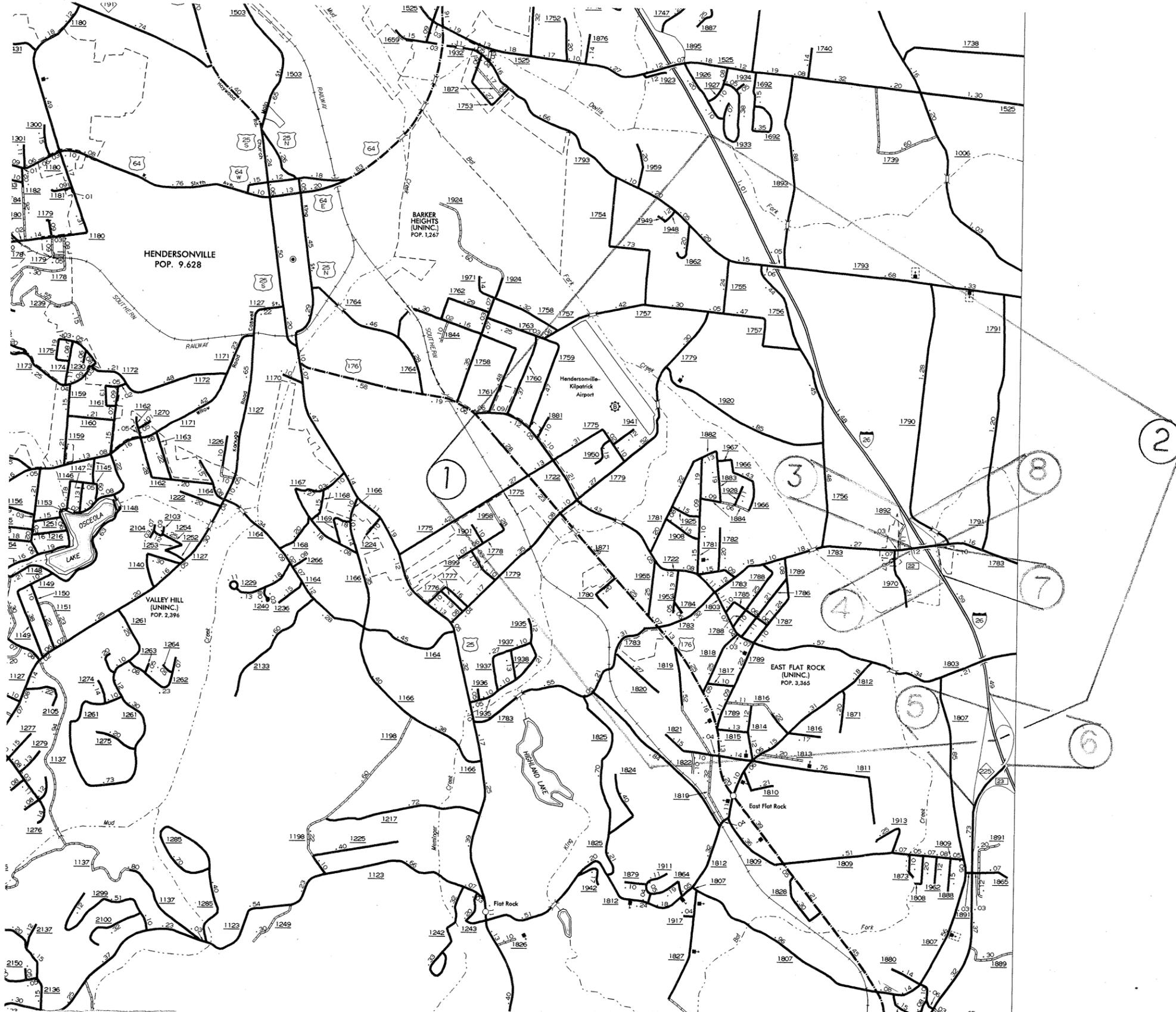


HENDERSON COUNTY

NORTH CAROLINA

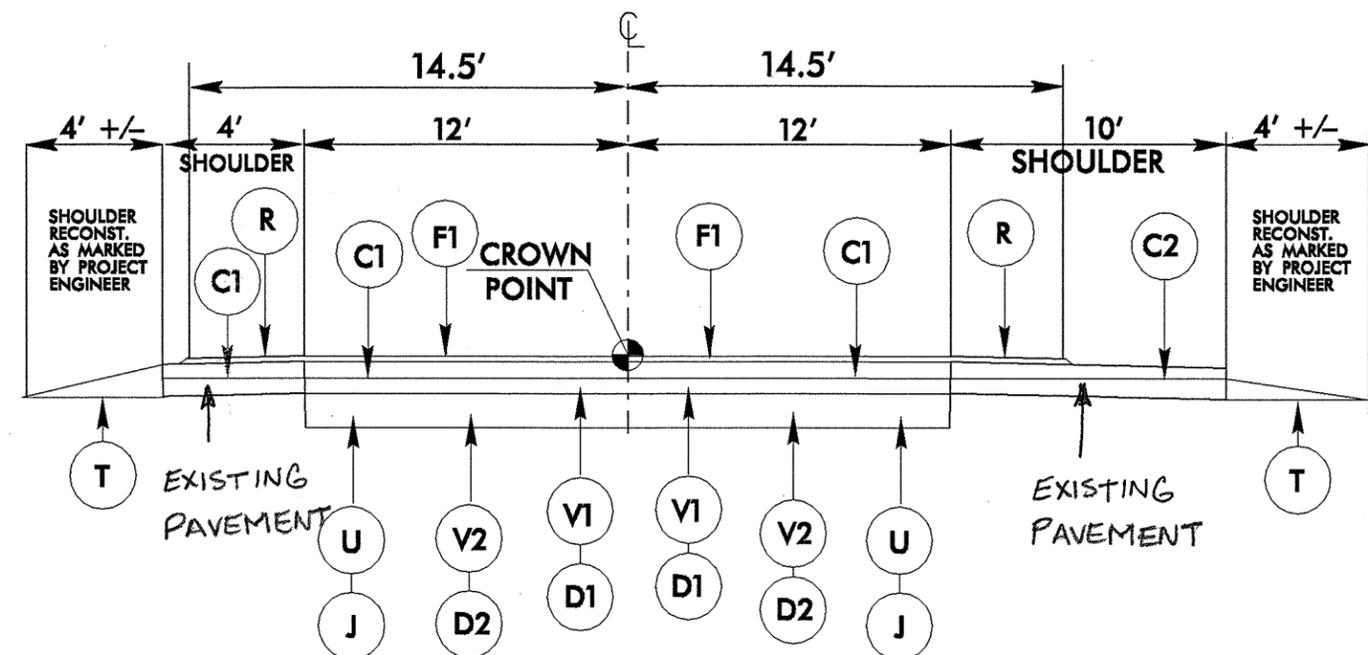
PROJECT REFERENCE NO.		SHEET NO.
I-5005B		1 of 4
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
41456.3.1		



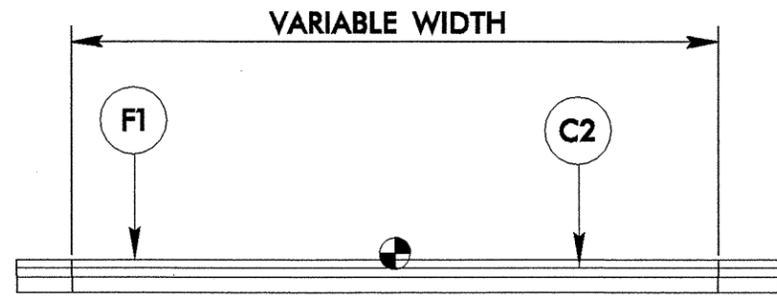
5/28/99

PAVEMENT SCHEDULE FINAL DESIGN	
C1	PROP APPROX 1 1/2" ASPHALT CONCRETE SURFACE COURSE TYPE S 9.5 D AT AN AVERAGE RATE OF 168 LBS PER SQ. YARD
C2	PROP APPROX 1 1/2" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B AT AN AVERAGE RATE OF 168 LBS PER SQ. YARD
D1	PROP APPROX 3" ASPHALT CONCRETE INTERMEDIATE COURES TYPE I 19.0 D AT AN AVERAGE RATE OF 342 LBS PER SQ. YARD
D2	PROP APPROX 6" ASPHALT CONCRETE INTERMEDIATE COURES TYPE I 19.0D, AT AN AVERAGE RATE OF 684 LBS PER SQ. YARD IN TWO LAYERS OF 342 LBS. PER SQ. YD. (3" EACH)
F1	PROP OGAFC , TYPE FC-2 MODIFIED AT AN AVERAGE RATE OF 90 LBS PER SQ. YARD
J	ABC IN UNDERCUT AREA AS DIRECTED BY PROJECT ENGINEER
R	MILED RUMBLE STRIPS
V1	MILLING ASPHALT PAVEMENT 3" AS DIRECTED BY THE ENGINEER
V2	MILLING ASPHALT PAVEMENT 6" AS DIRECTED BY THE ENGINEER
T	SHOULDER RECONSTRUCTION WITH ABCM - SEE SPECIAL PROVISIONS
U	UNDERCUT EXCAVATION AS DIRECTED BY THE ENGINEER

PROJECT REFERENCE NO.		SHEET NO.
I-5005B		2 of 4
STATE PROJECT	F.A. PROJECT NO.	DESCRIPTION
41456.3.1		



TYPICAL SECTION NO. 1
I- 26 EAST & WEST BOUND ROADWAY
MILE MARKER 50.3 to MILE MARKER 53.3



Note: See Special Provisions concerning the placement of OGAFC on ramps.

TYPICAL SECTION NO. 2
RAMPS

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PROJECT NO.	SHEET NO.	TOTAL NO.
I-5005B (41456.3.1)	3	4

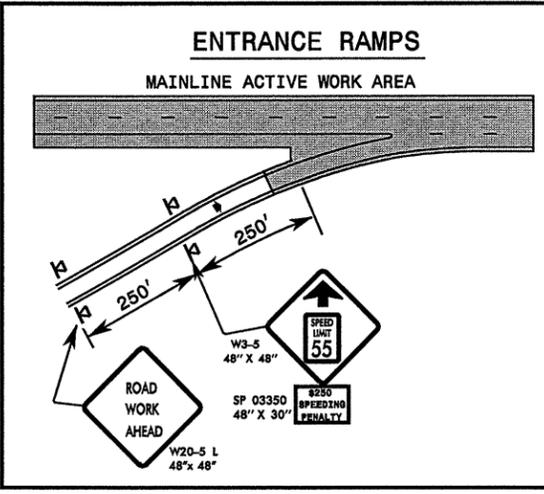
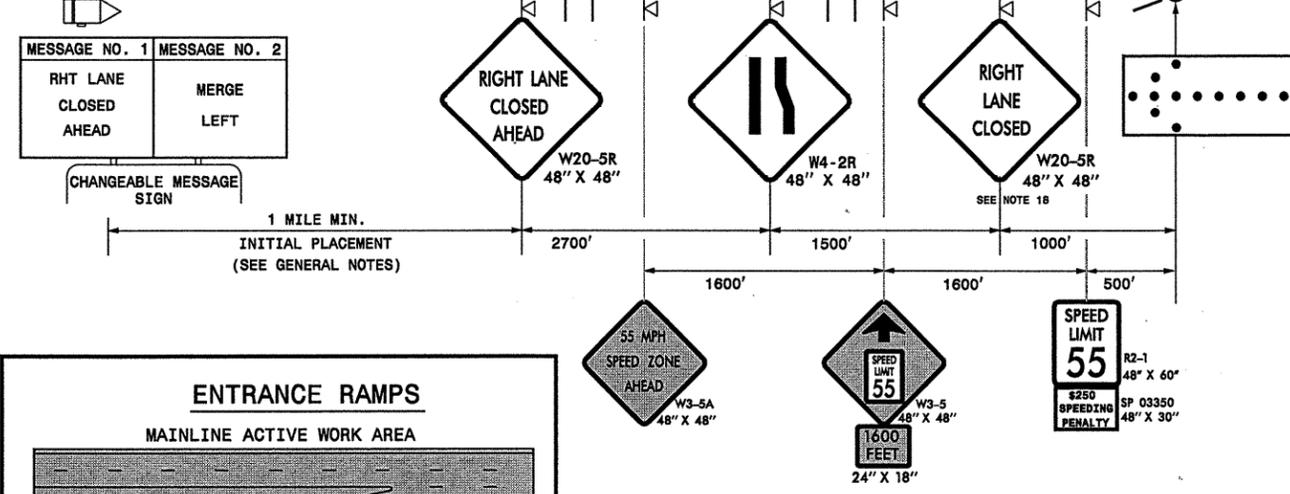
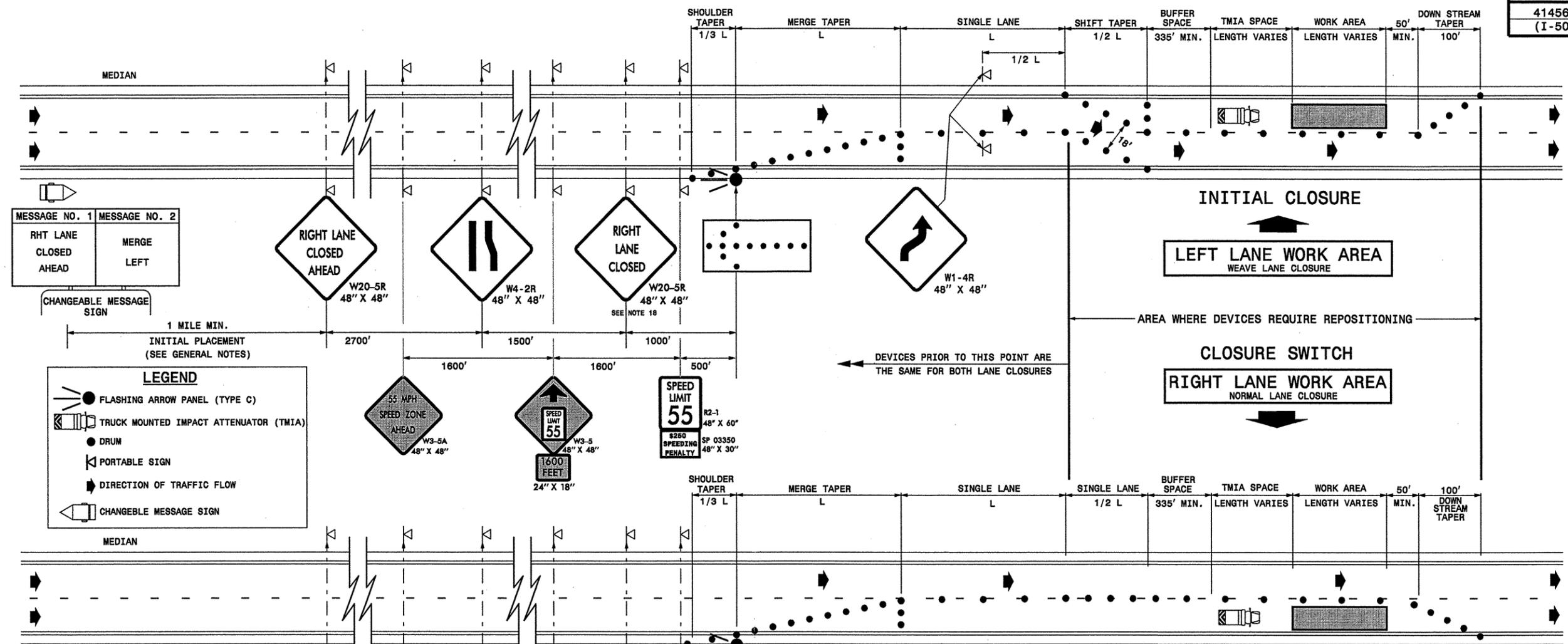
SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	UNDERCUT EXCAVATION CY	AGGREGATE BASE COURSE TONS	SHOULDER RECONSTRUCTION SMI	3" MILLING SY	6" MILLING SY	MILLED RUMBLE STRIPS LF	INTER-MEDIATE COURSE, 119.0D TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5D TON	PG 64-22 PLANT MIX TONS	PG 70-22 PLANT MIX TONS	PG76-22, PLANT MIX TON	OGAFC, TYPE FC2 MODIFIED TON	4" CONCRETE PAVED DITCH SY	PORTABLE LIGHTING LS	POLICE HRS
41456.3.1	Henderson	1	I-26 EAST	FROM MM50.3 TO MM53.3	1	3	38	500	979	4.8	26,658	2,133	31,990	5,288	1,493	4,180	90	249	368	2,297	7	*	1,000
		2	I-26 WEST	FROM MM 50.3 TO MM 53.3	1	3	38	500	979	4.8	26,628	2,330	31,954	5,356	1,493	4,180	90	252	368	2,297		*	1,000
		3	EASTBOUND EXIT RAMP	FROM I-26 TO SR1783	2	0.13	24								200		12		3	40		*	
		4	EASTBOUND ACCESS RAMP	FROM SR1783 TO I-26	2	0.27	24								425		26		6	100		*	
		5	EASTBOUND EXIT RAMP	FROM I-26 TO US25 @ MM54	2	0.21	30								330		20		3	40		*	
		6	WESTBOUND ACCESS RAMP	FROM US25 @ MM54 TO I-26	2	0.2	45								320		20		6	100		*	
		7	WESTBOUND EXIT RAMP	FROM I-26 TO SR1783	2	0.13	24								210		13		3	40		*	
		8	WESTBOUND ACCESS RAMP	FROM SR1783 TO I-26	2	0.27	40								425		26		6	100		*	
TOTAL FOR PROJ NO. 41456.3.1						3		1,000	1,958	9.6	53,286	4,463	63,944	10,644	4,896	8,360	297	501	763	5,014	7	Lump Sum	2,000
GRAND TOTAL						3		1,000	1,958	9.6	53,286	4,463	63,944	10,644	4,896	8,360	297	501	763	5,014	7	Lump Sum	2,000

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5005B (41456.3.1)	4	4

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4405000000-E	4415000000-E	4420000000-N	4430000000-E	4480000000-N	4810000000-E		4847000000-E		4847100000-E		4847120000-E	4847220000-N	4900000000-N	4905000000-N
					PORTABLE WORK ZONE SIGN SF	FLASHING ARROW PANELS, TYPE C EA	CHANGEABLE MESSAGE SIGNS EA	DRUMS EA	TRUCK MTD IMP ATTN 60 MPH EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	4" WHITE POLYUREA LINES, STANDARD BEADS LF	4" YELLOW POLYUREA LINES, STANDARD BEADS LF	6" WHITE POLYUREA LINES, STANDARD BEADS LF	6" YELLOW POLYUREA LINES, STANDARD BEADS LF	12" WHITE POLYUREA LINES, STANDARD BEADS LF	POLYUREA STR ARROW, STANDARD BEADS EA	PERMANENT RAISED PAVEMENT MARKERS EA	SNOW PLOWABLE MARKERS (CRYSTAL & RED) EA
41456.3.1	Henderson	1	I-26 EAST	FROM MM50.3 TO MM53.3	1,028	2	2	400	2	58,706	47,030			20,235	15,595	900	3	245	245
		2	I-26 WEST	FROM MM 50.3 TO MM 53.3						58,770	47,794			20,367	15,977	900	6	245	245
		3	EASTBOUND EXIT RAMP	FROM I-26 TO SR1783						647	647	647	647						
		4	EASTBOUND ACCESS RAMP	FROM SR1783 TO I-26						1,428	1,428	1,428	1,428						
		5	EASTBOUND EXIT RAMP	FROM I-26 TO US25 @ MM54						1,096	1,096	1,096	1,096						
		6	WESTBOUND ACCESS RAMP	FROM US25 @ MM54 TO I-26						1,047	1,047	1,047	1,047						
		7	WESTBOUND EXIT RAMP	FROM I-26 TO SR1783						669	669	669	669						
		8	WESTBOUND ACCESS RAMP	FROM SR1783 TO I-26						1,433	1,433	1,433	1,433						
TOTAL FOR PROJ NO. 41456.3.1					1,028	2	2	400	2	123,796	101,144	6,320	6,320	40,602	31,572	1,800	9	490	490
										224,940		12,640		72,174					



- GENERAL NOTES**
- WEAVE LANE CLOSURES ARE TO BE USED ONLY ON DIVIDED, CONTROLLED ACCESS ROADWAYS, WITH POSTED SPEED LIMITS OF 55 MPH OR GREATER.
 - FLASHING ARROW PANELS SHALL BE PLACED ON THE SHOULDER (PAVED OR UNPAVED). THE LOCATION OF THE ARROW PANEL SHALL MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE. LANE CLOSURES SHALL BE EXTENDED IF NEEDED, WITHIN THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE TO THE BEGINNING OF THE LANE CLOSURE OR FLASHING ARROW PANEL IS MET. SEE ROADWAY STANDARD DRAWING (RSD) 1101.11 SHEET 2 FOR STOPPING SIGHT DISTANCE & BUFFER SPACE TABLES.
 - THE MAXIMUM SPACING OF DRUMS IN TAPERS SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE BUFFER SPACE, AND WORK AREA, SHALL BE EQUAL IN FEET TO (2) TIMES THE POSTED SPEED LIMIT.
 - SEE RSD 1101.11 SHEETS 1 & 4 FOR VALUES OF "L" AND SIGN SPACING DISTANCES.
 - SEE RSD 1101.02 SHEETS 6 & 7 FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.

- GENERAL NOTES (continued)**
- LANE CLOSURES SHALL BE INSTALLED WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. LANE CLOSURES SHALL BE REMOVED AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
 - LANE CLOSURE SWITCHES TO BE PERFORMED BY A ROLLING ROADBLOCK OPERATION. SEE RSD 1101.07 SHEET 2 OF 2.
 - TRUCK MOUNTED IMPACT ATTENUATOR SHALL BE USED TO PROTECT THE WORK AREA. TMIA'S SHALL BE PLACED IN ADVANCE OF THE WORK AREA AT DISTANCES SPECIFIED BY THEIR MANUFACTURER.
 - SKINNY DRUMS MAY BE USED IN LIEU OF DRUMS EXCEPT IN TAPERS.
 - CHANGEABLE MESSAGE SIGN SHALL BE PLACED EITHER IN THE MEDIAN OR ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. THE SIGN SHOULD INITIALLY BE LOCATED APPROXIMATELY 2 MILES IN ADVANCE OF THE MERGE TAPER. IF IT IS ANTICIPATED THAT TRAFFIC WILL BACK UP TO WHERE THE SIGN IS LOCATED, THE SIGN SHOULD THEN INITIALLY BE PLACED APPROXIMATELY 1 MILE PRIOR TO ANTICIPATED BACKUPS. BACKUPS SHOULD BE MONITORED SUCH THAT FOR FUTURE LANE CLOSURES, THE SIGN IS PLACED APPROXIMATELY 1 MILE PRIOR TO WHERE TRAFFIC IS ANTICIPATED TO BACK UP.
 - CHANGEABLE MESSAGE SIGN MESSAGES OTHER THAN THE ONES SHOWN MAY BE PORTRAYED AS DEEMED NECESSARY BY THE ENGINEER. NO MORE THAN 2 MESSAGE DISPLAYS SHOULD BE USED WITH ANY CYCLE.
 - THIS DRAWING IS INTENDED TO SHOW THE LOCATIONS AND SIGNING REQUIRED FOR A "TEMPORARY SPEED LIMIT" REDUCTION AND SPEEDING PENALTY ON A FREEWAY WHICH IS TO BE REDUCED TO 55 MPH. REFER TO THE RSD 1101.02 SHEET 3 OF 9 FOR ADDITIONAL LANE CLOSURE REQUIREMENTS AND GENERAL NOTES.

- GENERAL NOTES (continued)**
- EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "TEMPORARY SPEED LIMIT" REDUCTION AND SPEEDING PENALTY. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED AND SPEEDING PENALTY ADDED.
 - IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 2 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL SIGNS ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEED PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMPS LOCATED WITHIN THE ACTIVE WORK AREA.
 - THE "TEMPORARY SPEED LIMIT" REDUCTION AND SPEEDING PENALTY ARE ONLY IN EFFECT WHEN WORKERS ARE PRESENT WHILE A LANE CLOSURE IS IN PLACE. THE SPEED LIMIT AND SPEED PENALTY SIGNS ARE TO BE REMOVED WHEN THIS CONDITION DOES NOT EXIST. OTHER PERTINENT SIGNS MAY BE DISPLAYED AT THE DIRECTION OF THE ENGINEER IN COORDINATION WITH THE WORK ZONE TRAFFIC CONTROL UNIT (919-250-4159). AT THE COMPLETION OF THE PROJECT, THE ENGINEER SHALL NOTIFY THE REGIONAL TRAFFIC ENGINEER TO REScind THE ORDINANCE.
 - IF A LANE CLOSURE REMAINS INSTALLED WHILE WORKERS ARE NOT PRESENT, AN ADVISORY SPEED PLAQUE MAY BE ADDED TO THE LAST "RIGHT LANE CLOSED" SIGN.
 - WHEN "TEMPORARY SPEED LIMIT" REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE "TEMPORARY SPEED LIMIT" REDUCTION.
 - THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "TEMPORARY SPEED LIMIT" REDUCTION.

APPROVED: _____ DATE: _____

SEAL

LANE CLOSURES FOR DIVIDED ROADWAYS WITH TEMPORARY SPEED LIMIT REDUCTION AND SPEEDING PENALTY

SCALE: NONE	REVISIONS
DATE: 07-07	01-08
DWG. BY: PS	
DESIGN BY: CL	
REVIEWED BY: CL	

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