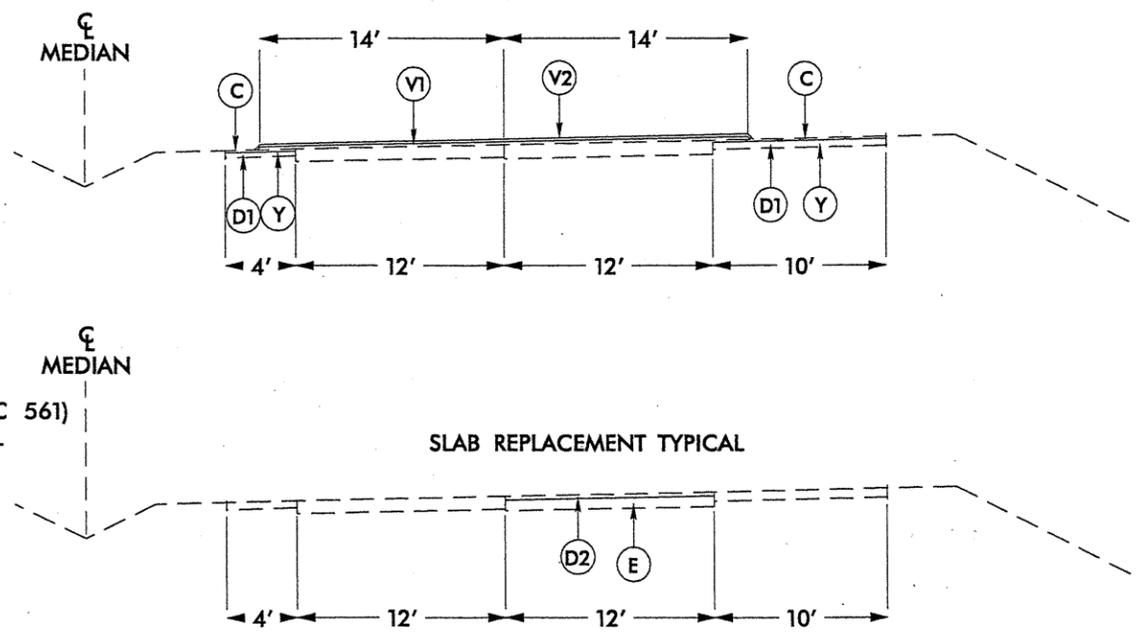
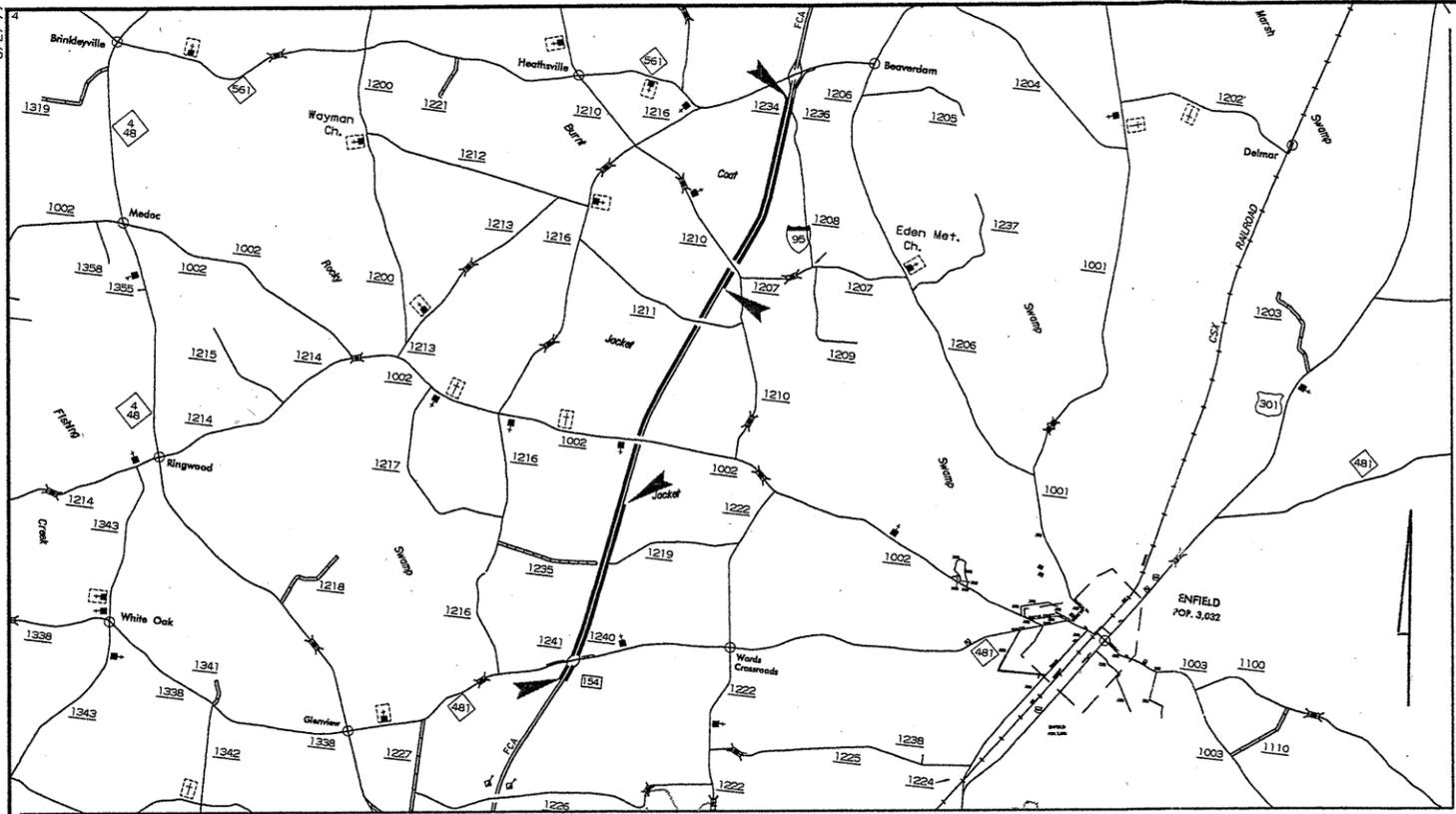


PROJECT REFERENCE NO. L-5012	SHEET NO. 1
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

# MAP 1 TYPICAL 1



Notes: Typical for South Bound Lanes of I-95 from Mile Post 154+/- (Just South of NC 481) to Mile Post 160+/- (Just South of NC 561) and North Bound Lanes of I-95 from Mile Post 154+/- to Mile Post 155.4+/- and Mile Post 157.6+/- to Mile Post 160+/-  
Slab Removal and Patching Will be at Locations on Both Median and Outside Lanes as Directed by the Engineer

PAVEMENT SCHEDULE			
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. (ACROSS SHOULDER)	D2	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. (FOR SLAB REPLACEMENT)
V1	VARIABLE DEPTH ULTRA-THIN BONDED WEARING LEVELING COURSE, TYPE C, AT AN AVG. RATE OF 50 LBS. PER SQ. YD. (ACROSS LANES PLUS 2' OF SHOULDER)	E	PROP. APPROX. 10" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD. IN EACH OF TWO LAYERS (FOR SLAB REPLACEMENT)
V2	VARIABLE DEPTH ULTRA-THIN BONDED WEARING COURSE, TYPE B, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD. (ACROSS LANES PLUS 2' OF SHOULDER)	Y	MILL ASPHALT SHOULDER 4"
D1	PROP. APPROX. 2.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD. (ACROSS SHOULDER)		

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

\*\*\*\*\*  
 SYSTEMS  
 DESIGN  
 \*\*\*\*\*



PROJECT NO.	SHEET NO.	TOTAL NO.
I-5012	3	

### SUMMARY OF QUANTITIES

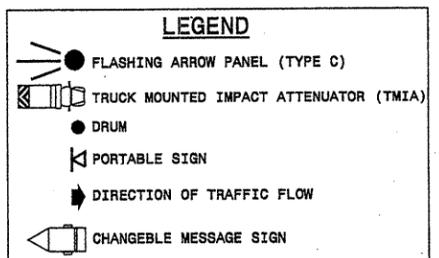
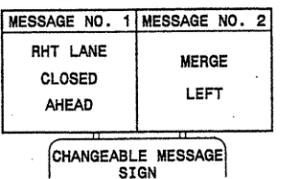
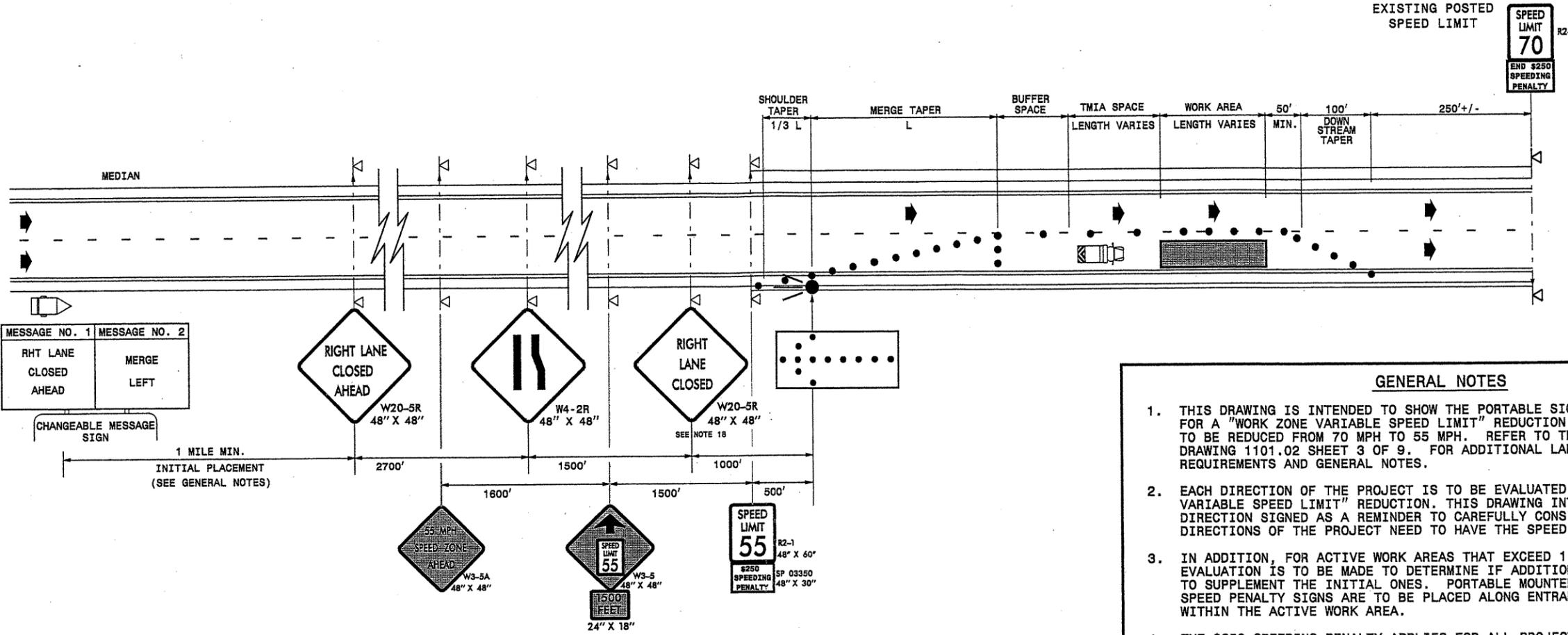
ALL MILE POSTS ARE +/-.

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH MI	WIDTH FT	UNDERCUT EXCAVATION CY	REMOVAL OF CONC PVMT SLBS SY	SEALING PVMT CRACKS & JOINTS LB	SELECT GRANULAR MATERIAL CY	MILLED RUMBLE STRIPS LF	SUBDRAIN EXCAVATION CY	SUBDRAIN FINE AGGREGATE CY	6" PERF SUBDRN PIPE LF	6" SUBDRN Y, T, OR L EA	6" PERF. OUTLET PIPE LF	CONC PAD SUBDRN OUTLET EA	GENERIC DROP INLET REPAIR EA	PATCHING OF EXIST. CONC. PAV'T. SPALLS SF
I-5012	Halifax	1	I-95	Southbound lanes from MP 154 to MP 160, Northbound lanes from MP 154 to MP 155.4 and from MP 157.6 to MP 160	1	11.2	38	400	3,100	40,000	400	119,000	100	100	500	15	6	1	21	
I-5012	Halifax	2	I-95	Northbound lanes from MP 155.4 to MP 157.6	2	2.2	38					23,232							4	1,170
<b>TOTAL FOR PROJ NO. I-5012</b>						<b>13.4</b>		<b>400</b>	<b>3,100</b>	<b>40,000</b>	<b>400</b>	<b>142,232</b>	<b>100</b>	<b>100</b>	<b>500</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>25</b>	<b>1,170</b>
<b>GRAND TOTAL</b>						<b>13.4</b>		<b>400</b>	<b>3,100</b>	<b>40,000</b>	<b>400</b>	<b>142,232</b>	<b>100</b>	<b>100</b>	<b>500</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>25</b>	<b>1,170</b>

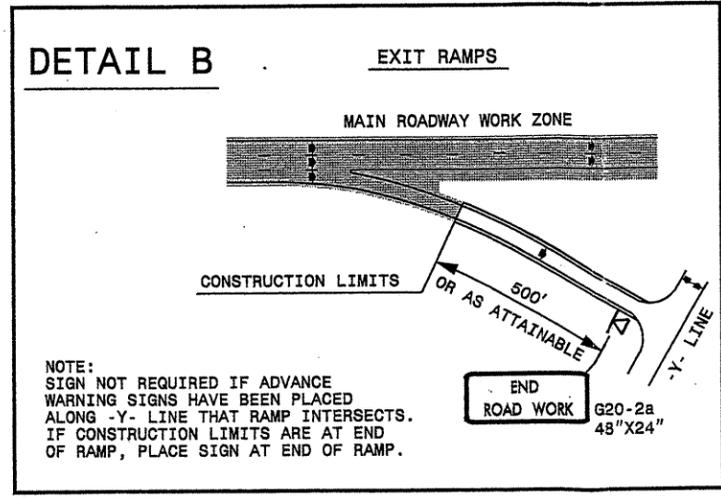
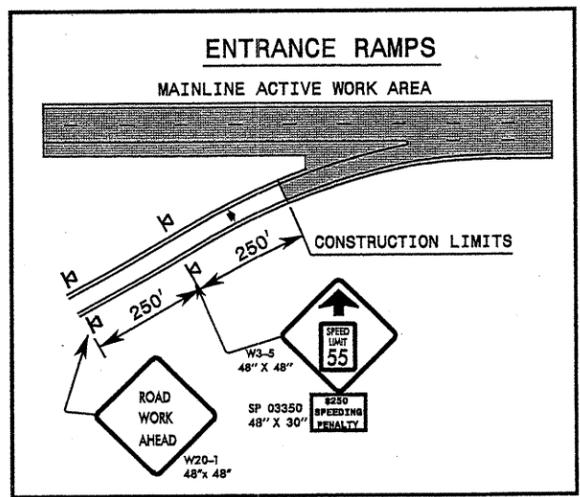
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	4" MILLING SY	INTERMEDIATE COURSE, 119.0C TONS	SURFACE COURSE, S9.5C TONS	BASE COURSE, B25.0C TON	ULTRA-THIN BONDED WEARING COURSE, TYPE B TONS	ULTRA-THIN BONDED WEARING COURSE, TYPE C TONS	APPLICATION OF ULTRATHIN HOT MIX SY	PG 70-22 PLANT MIX TON	PG 70-28 PLANT MIX TON	PG 64-22 PLANT MIX TON
I-5012	Halifax	1	I-95	Southbound lanes from MP 154 to MP 160, Northbound lanes from MP 154 to MP 155.4 and from MP 157.6 to MP 160	1	92,000	13,730	7,800	1,800	6,439	4,600	368,000	468	667	722
I-5012	Halifax	2	I-95	Northbound lanes from MP 155.4 to MP 157.6	2		8,400	5,500				330		395	
<b>TOTAL FOR PROJ NO. I-5012</b>						<b>92,000</b>	<b>22,130</b>	<b>13,300</b>	<b>1,800</b>	<b>6,439</b>	<b>4,600</b>	<b>368,000</b>	<b>798</b>	<b>667</b>	<b>1,117</b>
<b>GRAND TOTAL</b>						<b>92,000</b>	<b>22,130</b>	<b>13,300</b>	<b>1,800</b>	<b>6,439</b>	<b>4,600</b>	<b>368,000</b>	<b>798</b>	<b>667</b>	<b>1,117</b>

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4405000000-E4415000000-N4200000000-N4430000000-E4480000000-N4815000000-E4825000000-E4845000000-N4847100000-E4847120000-E4847220000-E4905000000-N											
					PORTABLE WORK ZONE SIGN SF	FLASHING ARROW PANELS, TYPE C EA	CHANGEABLE MESSAGE SIGNS EA	DRUMS EA	TRUCK MOUNTED IMPACT ATTENUATOR (60MPH) EA	6' PAINT LF	12" PAINT LF	PAINT SYMBOL EA	6" POLYUREA LF	12" POLYUREA LF	POLYUREA SYMBOL EA	SNOWPLOWABLE MARKERS EA
I-5012	Halifax	1,2	I-95	I-95 FROM MP 154 TO MP 160	600	2	2	200	4	176,910	10,000	6	176,910	10,000	6	1,000
<b>TOTAL FOR PROJ NO. I-5012</b>					<b>600</b>	<b>2</b>	<b>2</b>	<b>200</b>	<b>4</b>	<b>176,910</b>	<b>10,000</b>	<b>6</b>	<b>176,910</b>	<b>10,000</b>	<b>6</b>	<b>1,000</b>
<b>GRAND TOTAL</b>					<b>600</b>	<b>2</b>	<b>2</b>	<b>200</b>	<b>4</b>	<b>176,910</b>	<b>10,000</b>	<b>6</b>	<b>176,910</b>	<b>10,000</b>	<b>6</b>	<b>1,000</b>



- GENERAL NOTES**
- THIS DRAWING IS INTENDED TO SHOW THE PORTABLE SIGN LOCATIONS REQUIRED FOR A "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION ON A FREEWAY WHICH IS TO BE REDUCED FROM 70 MPH TO 55 MPH. REFER TO THE ROADWAY STANDARD DRAWING 1101.02 SHEET 3 OF 9. FOR ADDITIONAL LANE CLOSURE REQUIREMENTS AND GENERAL NOTES.
  - EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION. 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.
  - IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 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 RAMP LOCATED WITHIN THE ACTIVE WORK AREA.
  - THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION. PORTABLE SIGNS ARE TO BE USED TO DISPLAY THE \$250 SPEEDING PENALTY.
  - THE "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION IS ONLY IN EFFECT WHEN WORKERS ARE PRESENT WHILE A LANE CLOSURE IS IN PLACE. THE PORTABLE SPEED LIMIT AND SPEED PENALTY SIGNS ARE TO BE REMOVED WHEN WORKERS AREN'T PRESENT OR THE LANE CLOSURES ARE REMOVED. AT THE COMPLETION OF THE PROJECT, THE RESIDENT ENGINEER SHALL NOTIFY THE REGIONAL TRAFFIC ENGINEER TO RESCIND THE ORDINANCE.
  - WHEN "WORK ZONE VARIABLE 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 "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION.
  - DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
  - ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.
  - SINGLE MOUNTED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.
  - THE "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION MUST BE ORDINANCED AND SIGNED BY THE STATE TRAFFIC ENGINEER BEFORE ANY SPEED LIMIT SIGNS ARE USED FOR REDUCING THE SPEED LIMIT.



APPROVED: _____	DATE: _____	<b>"WORK ZONE VARIABLE SPEED LIMIT" REDUCTION WITH PORTABLE SIGNS</b>	
	SCALE: NONE		REVISIONS
	DATE: 03-08		
	DWG. BY: PS		
	DESIGN BY: CL		
	REVIEWED BY: CL		

17-JUN-2008 16:06  
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